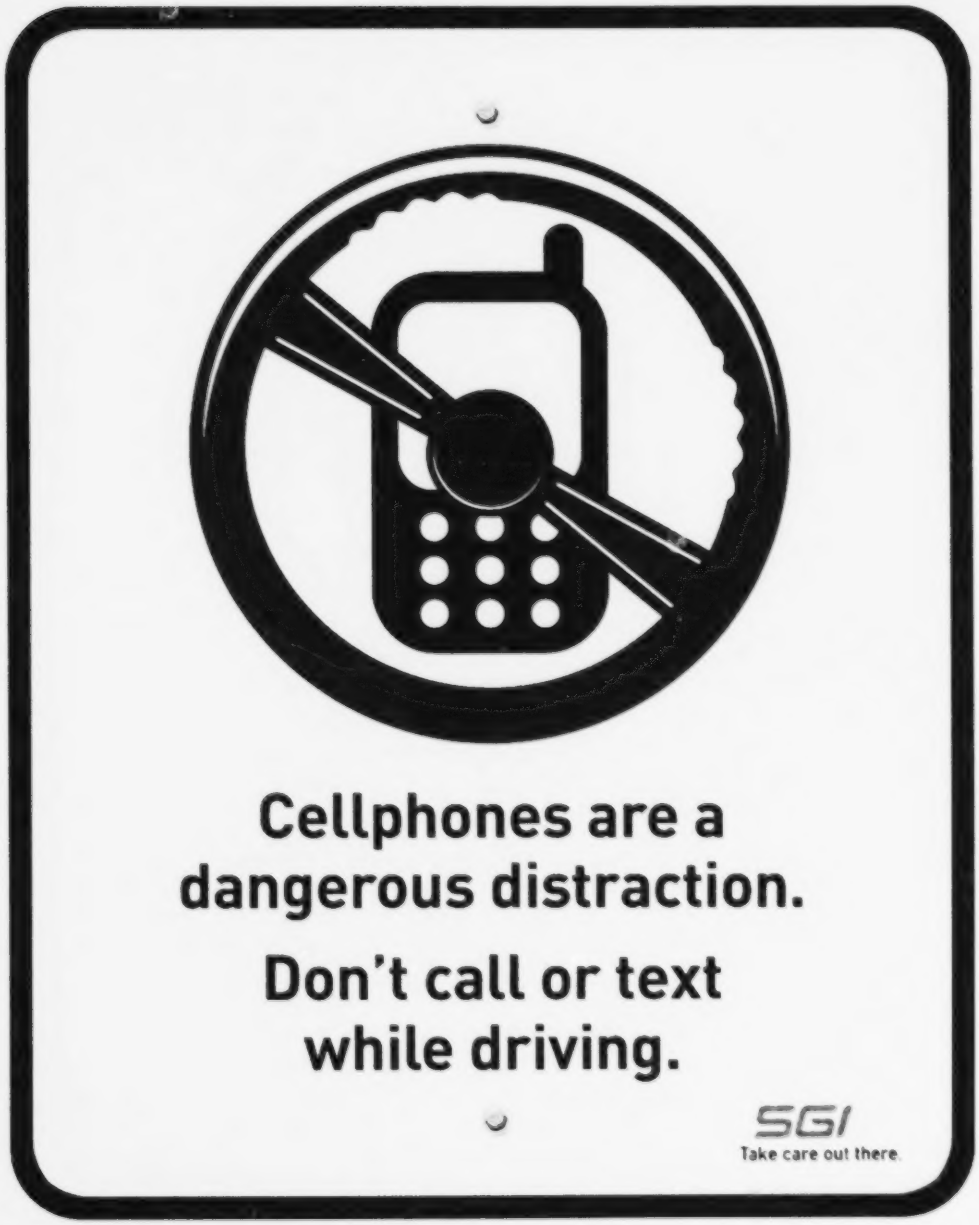
SGI

2008 Saskatchewan Traffic Accident Facts



2008 QUICK FACTS

(2008 compared to 2007)

	2007	2008	% CHANGE
Property Damage Only Collisions *	44,380	46,429	4.6
Personal Injury Collisions *	5,017	5,137	2.4
Fatal Collisions *	126	132	4.8
Total Reported Collisions *	49,523	51,698	4.4
Number of Deaths	143	156	9.1
Number of Injuries	6,843	7,065	3.2
Provincial Highway Collisions	11,954	12,671	6.0
Rural Road Collisions	5,848	5,615	-4.0
Urban Street Collisions	30,253	31,286	3.4
Other Locations	1,468	2,126	44.8
Registered Vehicles	785,341	820,405	4.5
Licensed Vehicle Operators	688,841	712,434	3.4
Saskatchewan Population	996,869	1,013,620	1.7
Collisions Per 100 Licensed Operators	7.19	7.26	0.9
Collisions Per 100 Registered Vehicles	6.31	6.30	-0.1
Collisions Per 100 Population	4.97	5.10	2.7
Casualty Collisions Per 100 Licensed Operators	0.75	0.74	-1.0
Casualty Collisions Per 100 Registered Vehicles	0.65	0.64	-1.2
Casualty Collisions Per 100 Population	0.52	0.52	0.7

*Due to differences in reporting definitions, the numbers of collisions and associated casualties published in this report do not necessarily reflect the collision and injury claims experience of the Saskatchewan Auto Fund. Traffic collisions are reported in the Traffic Accident Information System (TAIS) only when the estimated repair costs for all vehicles and property exceed $1,000 or personal injuries are sustained, whereas a collision claim may occur for any amount of property damage over the applicable deductible. Private property and parking lot collisions, as well as deliberate acts of vandalism or natural causes, are also not recorded in TAIS.

Executive Offices

2260 – 11th Avenue
Regina, Saskatchewan
CANADA S4P 0J9

Tel: (306) 751-1200
Fax: (306) 525-6040
www.sgi.sk.ca

Letter of Transmittal

May 2010

To: Saskatchewan's Traffic Safety Community

I am pleased to present to you the "Saskatchewan Traffic Accident Facts" report for 2008.

Much of the information in this report comes from SGI's Traffic Accident Information System (TAIS), our database on motor vehicle crashes. This publication is made possible through the dedicated and invaluable efforts of law enforcement officers throughout Saskatchewan and SGI's team of claims adjusters. Their complete and reliable reporting of motor vehicle crashes greatly enhances the integrity of this report.

Too many people continue to be injured and killed on Saskatchewan roads as a result of traffic collisions. To address this challenge, SGI remains committed to partnering with the traffic safety community to help improve road safety in Saskatchewan.

We hope the information contained in this report will assist you in making informed decisions regarding the road safety issues impacting our province.

Please do not hesitate to contact SGI should you need any additional information.

Yours truly,

K. Quaye

Kwei Quaye
Assistant Vice President
Traffic Safety Services

2008 Summary

The total number of traffic collisions in Saskatchewan is up four per cent from 49,523 in 2007 to 51,698 in 2008.

The number of fatal collisions increased five per cent over the past year from 126 in 2007 to 132 in 2008.

The number of personal injury collisions increased two per cent over the past year from 5,017 in 2007 to 5,137 in 2008.

The highest number of fatal collisions occurred in August, while the highest number of injury collisions occurred in October.

Friday was the most collision-prone day of the week.

The most collision-prone period of time was the afternoon rush hour from 3 p.m. to 6 p.m.

Collision rates were highest among drivers between the ages of 16 and 25.

Driver inattention, distraction, drinking, impairment and inexperience/confusion were the most frequently identified human condition factors contributing to casualty collisions in Saskatchewan in 2008.

Twenty-two per cent of fatal collisions and 55 per cent of personal injury collisions occurred at intersections.

Collision rates (per million vehicle km) on rural roads are 1.6 times higher than on provincial highways.

Thirty-six per cent of pedestrians or cyclists killed in traffic collisions in 2008 had consumed alcohol prior to the collisions.

Forty-three per cent of fatal collisions and ten per cent of injury collisions involved a drinking driver.

Vehicle occupants who did not buckle up were 12 times more likely to be killed than those who wore a seatbelt.

www.sgi.sk.ca

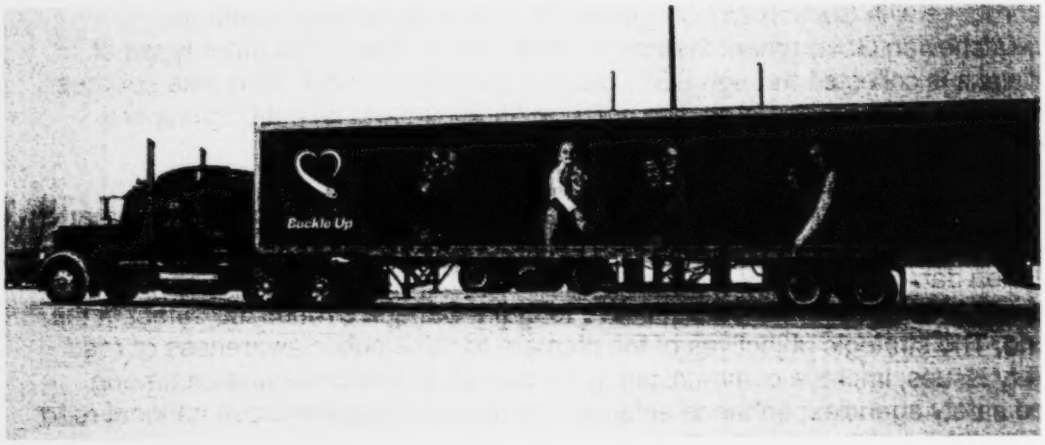
SGI

Take care out there.

Rolling billboards

SGI and the Saskatchewan Trucking Association (STA) rolled out important safety messages for drivers – literally.

This innovative rolling billboard concept promotes two key safety messages on the sides of a 53-foot semi-trailer. The trailer will be travelling down many Saskatchewan roads and highways during STA truck driver training courses.



Preface

The Traffic Accident Information System (TAIS) compiles information on traffic collisions occurring on Saskatchewan roads. Collisions involving bodily injury or death, a hit and run, an out-of-province vehicle, an unregistered vehicle, an impaired operator and collisions where vehicles have to be towed are reported through police agencies. A Motor Vehicle Accident (MVA) form is completed in accordance with Section 253 of *The Traffic Safety Act* and forwarded to Saskatchewan Government Insurance (SGI). Information on all other types of collisions is collected through SGI's claims reporting process. Both data sources are combined to create TAIS. The collision database and its publications are administered by SGI.

TAIS provides comprehensive collision data to many agencies for the design and evaluation of traffic safety programs. The importance of accurate and timely collision data is evident by such initiatives as Transport Canada's Road Safety Vision 2010. This is a national initiative to make Canada's roads the safest in the world. The strategic objectives of the plan are to raise public awareness of road safety issues; improve communication, co-operation and collaboration among road safety agencies; enhance enforcement measures and improve national road safety data quality and collection.

The collection of traffic collision information is made possible by the efforts and dedication of police officers and SGI staff who investigate, report and record the information on TAIS.

Contents

			Page
		Quick Facts – Inside Front Cover	
Section 1		**Historical Trends**	**1**
Figure	1.1	Trends in Licensed Drivers, Vehicle Registrations and Collisions	3
	1.2	Trends in Casualty Collision Rates by Vehicles, Drivers and Population	3
	1.3	Trends in Collision Rates for Provincial Highways and Rural Roads	4
	1.4	Trends in Total Victims by Road System	4
	1.5	Trends in Property Damage Only Collisions	5
	1.6	Trends in Personal Injury Collisions	5
	1.7	Trends in Fatal Collisions	6
	1.8	Trends in All Reported Collisions	6
Table	1.1	Property Damage Only Collisions by Month and Year	7
	1.2	Total Injuries by Month and Year	7
	1.3	Total Deaths by Month and Year	8
	1.4	Total Collisions by Month and Year	8
Section 2		**Time of Occurrence**	**9**
Figure	2.1	Persons Injured by Month of Occurrence	11
	2.2	Persons Killed by Month of Occurrence	11
	2.3	Total Collisions by Month of Occurrence	11
	2.4	Provincial Highway Collisions and Travel by Time of Day	12
	2.5	Provincial Highway Collisions and Travel by Day of Week	12
Table	2.1	Collisions and Victims by Month of Occurrence	11
	2.2	Collisions During 2008 Holiday Periods	11
	2.3	Collisions on All Roads by Time of Day and Day of Week	12
Section 3		**Major Contributing Factors**	**13**
Figure	3.1	Major Contributing Factors by Collision Severity	16
	3.2	Major Contributing Factors in Collisions by Road System	19
Table	3.1	Top 10 Contributing Factors in Fatal Collisions During 2008	14
	3.2	All Major Contributing Factors in 2008 Fatal Collisions	15
	3.3	Count of Human Condition Factors by Severity of Collision	16
	3.4	Count of Human Action Factors by Severity of Collision	16
	3.5	Count of Vehicle Condition Factors by Severity of Collision	17
	3.6	Count of Environmental Condition Factors by Severity of Collision	17
	3.7	Count of Human Condition Factors by Road System	18
	3.8	Count of Human Action Factors by Road System	18
	3.9	Count of Vehicle Condition Factors by Road System	18
	3.10	Count of Environmental Condition Factors by Road System	19
Section 4		**Environmental Factors**	**21**
Figure	4.1	Collisions by Road Surface Condition	23
	4.2	Collisions by Light Condition	23
	4.3	Collisions by Weather Condition	23
Table	4.1	Collisions by Road Surface Condition and Severity	23
	4.2	Collisions by Light Condition and Severity	23
	4.3	Collisions by Weather Condition and Severity	23
	4.4	Intersection-Related Collisions by Severity	24
	4.5	Non-Intersection-Related Collisions by Severity	24
	4.6	Collisions by Configuration and Severity	25

Contents

	4.7	Collisions by Configuration and Road System	25
	4.8	Vehicles in Collisions by Roadway Alignment and Severity	26
	4.9	Collision Events by Severity of Collision	26
	4.10	Collision Events by Road System	27
	4.11	Vehicles in Collisions by Road Characteristics and Severity	27
Section 5		**Driver Factors**	**29**
Figure	5.1	Drivers in Collisions and Relative Risk by Driver Age	31
	5.2	Convictions and Collisions by Age Group	40
Table	5.1	Licensed Drivers and Drivers in Collisions by Driver Age	31
	5.2	Licensed Drivers by Age, Gender and Year	33
	5.3	Drivers in Collisions by Age, Gender and Year	34
	5.4	Drivers in Collisions by Age, Collision Severity and Year	34
	5.5	Number of Charges Resulting from Collisions by Severity of Collision	35
	5.6	Number of Occurrences of Human Action by Age	35
	5.7	Number of Charges Resulting from Collisions by Age	36
	5.8	Number of Occurrences of Human Condition by Age	36
	5.9	Number of Drivers Involved in Collisions by Licence Class and Age	37
	5.10	Number of Drivers Involved In Collisions by Year and Age	37
	5.11	Convictions – 2003 to 2008	38
	5.12	Criminal Code Convictions – 2003 to 2008	39
	5.13	Convictions, Licensed Drivers and Drivers in Collisions by Age Group	40
Section 6		**Vehicle Factors**	**41**
Table	6.1	Number of Vehicles in Collisions by Vehicle Type and Severity	43
	6.2	Number of Vehicles in Collisions by Vehicle Type and Road System	43
	6.3	Number of Vehicles in Collisions by Vehicle Type and Type of Towed Trailer	44
	6.4	Number of Vehicles by Pre-Collision Vehicle Action and Severity	44
	6.5	Collisions Involving Dangerous Goods	45
	6.6	Truck Collisions by Year	45
	6.7	Trucks Involved in Collisions by Truck Type	45
	6.8	Motorcycle Collisions by Year	46
	6.9	Vehicle Registrations (Insured Year)	46
Section 7		**Victims and Safety Restraints**	**47**
Figure	7.1	Fatal Classification	49
	7.2	Injury Classification	49
	7.3	Severity of Injury by Safety Restraints Used	51
Table	7.1	Victims Injured by Road User Class and Age Group	50
	7.2	Victims Killed by Road User Class and Age Group	50
	7.3	Victims Injured or Killed by Road User Class and Gender	50
	7.4	Vehicle Occupants by Injury Class and Safety Restraints Used	51
	7.5	Vehicle Occupants by Injury Class and Age Group	52
	7.6	Definitions – Injury Classifications and Vehicle Occupants	52
Section 8		**Fatal Collisions**	**53**
Table	8.1	2008 Fatal Collision Summary	55
	8.2	2008 Listing of Fatal Collisions	57
Section 9		**Pedestrians**	**63**
Table	9.1	Pedestrians Injured or Killed by Age Group	65
	9.2	Pedestrians Injured or Killed by Action and Age Group	65
	9.3	Pedestrians Injured or Killed by Road System	65

Contents

	9.4	Pedestrians Injured or Killed by Time of Day	66
	9.5	Pedestrians Injured or Killed by Month	66
Section 10		**Alcohol**	**67**
Figure	10.1	Number of Collisions and Victims Involving Alcohol by Year	69
	10.2	Per cent of Alcohol-Involved Collisions by Year	70
	10.3	Alcohol-Involved Collisions by Month	71
	10.4	Injuries Due to Alcohol-Involved Collisions by Month	72
	10.5	Deaths Due to Alcohol-Involved Collisions by Month	73
	10.6	Collisions Involving Drinking Drivers by Day of Week	74
	10.7	Collisions Involving Drinking Drivers by Time of Day	74
	10.8	2008 Drinking Drivers by Driver Age	76
	10.9	Injury Class by Alcohol Involvement	76
Table	10.1	Number of Collisions and Victims Involving Alcohol by Year	68
	10.2	Per cent of Collisions and Victims Involving Alcohol by Year	70
	10.3	Alcohol-Involved Collisions by Month and Year	71
	10.4	Injuries Due to Alcohol-Involved Collisions by Month and Year	72
	10.5	Deaths Due to Alcohol-Involved Collisions by Month and Year	73
	10.6	Collisions Involving a Drinking Driver	75
	10.7	Collisions Involving Pedestrians or Bicyclists That Had Been Drinking	75
	10.8	2008 Injury Classification of Vehicle Occupants by Alcohol Involvement	76
	10.9	2008 Drinking Drivers by Gender and Severity of Collision	77
	10.10	Drinking Drivers in Collisions by Gender by Year	78
	10.11	Drinking Drivers in Collisions by Collision Severity by Year	78
Section 11		**Traffic Collision Statistics**	**79**
Figure	11.1	Traffic Collision Rate Map by Rural Municipality	114
Table	11.1	2008 Traffic Collision Statistics by Highway Control Section	81
	11.2	2008 Traffic Collision Statistics by Urban Communities with a Population of 5,000 or More	99
	11.3	2008 Pedestrian Collisions in Urban Communities with a Population of 5,000 or More	100
	11.4	2008 Bicycle Collisions in Urban Communities with a Population of 5,000 or More	100
	11.5	Alcohol-Involved Collisions in Urban Communities with a Population of 5,000 or More	100
	11.6	Traffic Collision Statistics by Intersection – Three Cities	101
	11.7	2008 Traffic Collision Statistics in Urban Communities with a Population Between 250 and 5,000	102
	11.8	2008 Traffic Collision Statistics by Rural Municipality	107
Section 12		**Other Provinces**	**115**
Figure	12.1	2008 Casualty Rates per Billion Vehicle Kilometres	117
Table	12.1	Collisions and Casualties in Canada	117
	12.2	1998 - 2006/2007 Seatbelt Use in Canada by Province/Territory	117
	12.3	List of Provincial Contacts	118
Appendix			**119**
Section	A 1.1	Collision History on Provincial Highways	120
	A 1.2	Collision History on Urban Streets	121
	A 1.3	Collision History on Rural Roads	122
	A 1.4	Collision History on Other Roads	123

Contents

	A 1.5	Collision History on Rural and Other Roads Combined	124
	A 1.6	Collision History on All Provincial Roads	125
	A 1.7	Collision History Rates – All Provincial Roads	126
	A 2	Fatal Accident Location Map - Rural Provincial Highways	127
	A 3	Saskatchewan Motor Vehicle Accident (MVA) Report Form	128
	A 4.1	Saskatchewan MVA Report Form Template – Front	129
	A 4.2	Saskatchewan MVA Report Form Template – Back	130
Glossary			131

Historical Trends

Contents:

			Page
Figure	1.1	Trends in Licensed Drivers, Vehicle Registrations and Collisions	3
	1.2	Trends in Casualty Collision Rates by Vehicles, Drivers and Population	3
	1.3	Trends in Collision Rates for Provincial Highways and Rural Roads	4
	1.4	Trends in Total Victims by Road System	4
	1.5	Trends in Property Damage Only Collisions	5
	1.6	Trends in Personal Injury Collisions	5
	1.7	Trends in Fatal Collisions	6
	1.8	Trends in All Reported Collisions	6
Table	1.1	Property Damage Only Collisions by Month and Year	7
	1.2	Total Injuries by Month and Year	7
	1.3	Total Deaths by Month and Year	8
	1.4	Total Collisions by Month and Year	8

Historical Trends

This section illustrates the 25-year history of collisions, victims, licensed drivers and vehicles.

Reporting definitions must be considered when looking at past trends. Changes to the reporting thresholds have resulted in large declines in property damage only (PDO) collisions during the years 1984 and 1993. The continued reduction in police resources available for traffic enforcement has also had an effect on the number of PDO collisions being reported. This is especially true for the reporting of wildlife collisions since 1996.

The traffic accident reporting system was streamlined on Aug. 1, 2002, so that only collisions involving bodily injury, death, a hit and run, an out-of-province vehicle, an unregistered vehicle, an impaired operator and collisions where vehicles have to be towed are reported to the police. Information on all other types of collisions that meet the reporting criteria for our traffic accident system are collected through SGI's claims reporting process. This change has freed up valuable enforcement resources that can be devoted to other high-priority issues.

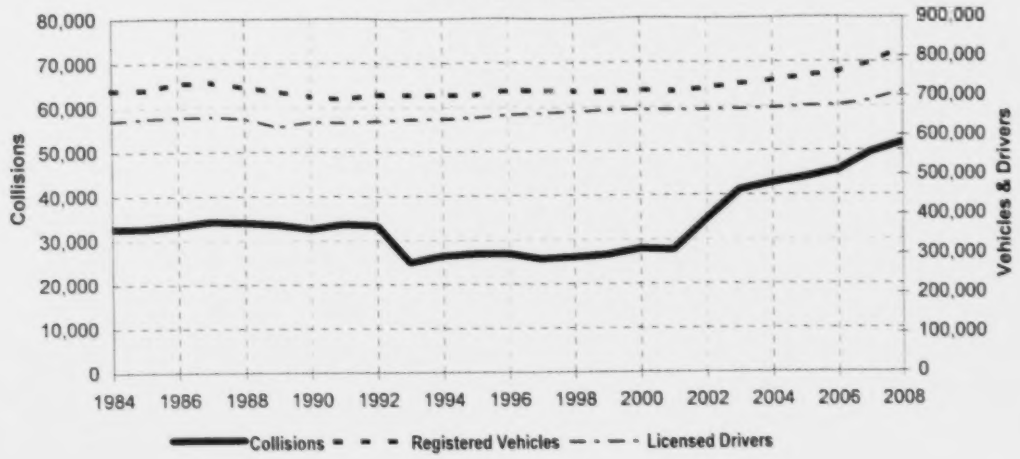
The increase in the total number of collisions can be mainly attributed to the change in collision reporting procedures implemented in August 2002. This change resulted in a 49.5 per cent increase in the number of PDO collisions captured by TAIS from 2003 to date as compared to the previous three-year average.

Trends in crashes resulting in fatalities and injuries have shown a steady decline since 1983. Fatal crashes peaked in 1986, while injury crashes peaked in 1987. The five-year averages for fatal and injury crashes are now 124 and 5,226, respectively, compared to 191 and 5,769 between 1983 and 1987. All collisions showed an upward trend from 2002 due to the change in reporting threshold. Data for recent years exhibit a fairly steady count of total collisions in the province. Vehicle counts and the number of licensed drivers have been increasing since 2005.

A complete listing of all the numbers used in the charts and changes in definitions are in Appendices A1.1 to A4.2.

Trends in Licensed Drivers, Vehicle Registrations and Collisions

Figure 1.1



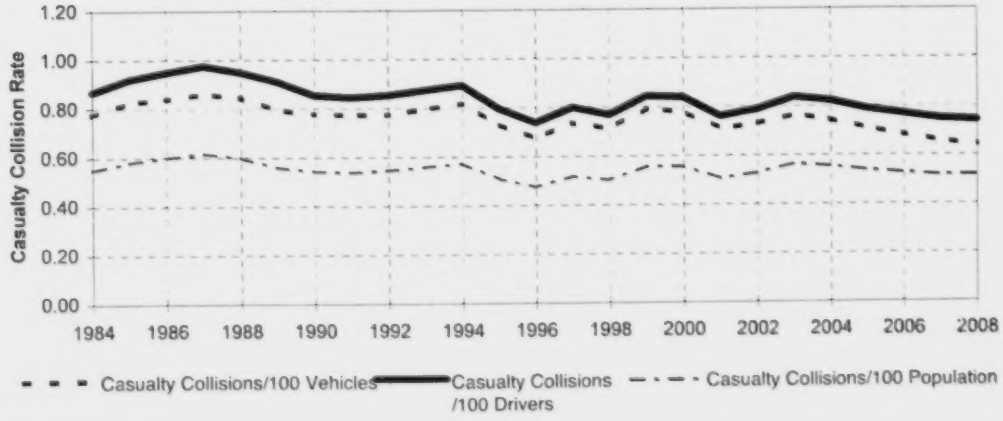
Three Year Summary

	2006	2007	2008	% Change
Registered Vehicles	761,011	785,341	820,405	4.46
Licensed Drivers	676,733	688,841	712,434	3.43
Total Collisions	45,483	49,523	51,698	4.39

See Appendix sections A1.1 to A1.7 for additional details.

Trends in Casualty Collision Rates by Vehicles, Drivers and Population

Figure 1.2



Three Year Summary

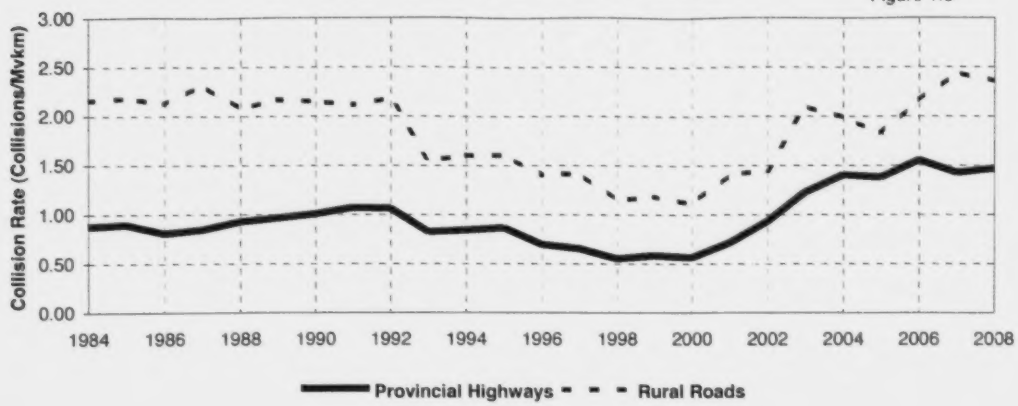
	2006	2007	2008	% Change
Casualty Collisions / 100 Registered Vehicles	0.68	0.66	0.64	-2.33
Casualty Collisions / 100 Licensed Drivers	0.77	0.75	0.74	-0.94
Casualty Collisions / 100 Population	0.53	0.52	0.52	0.00

See Appendix sections A1.1 to A1.7 for additional details.

Historical Trends – SECTION 1

Trends in Collision Rates (Collisions/MvKm) For Provincial Highways and Rural Roads

Figure 1.3



Three Year Summary By Road System

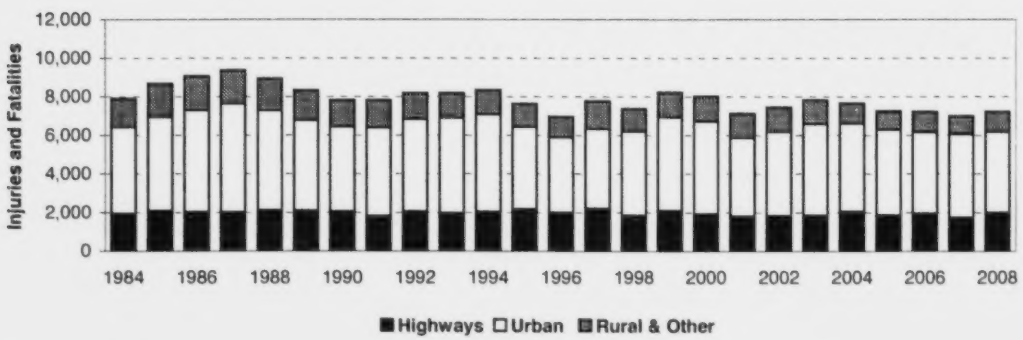
Collisions per Million Vehicle Km

	2006	2007	2008	% Change
Provincial Highways	1.56	1.43	1.47	2.80
Rural Roads	2.16	2.44	2.36	-3.28

See Appendix sections A1.1 to A1.7 for additional details.

Trends in Total Victims by Road System

Figure 1.4



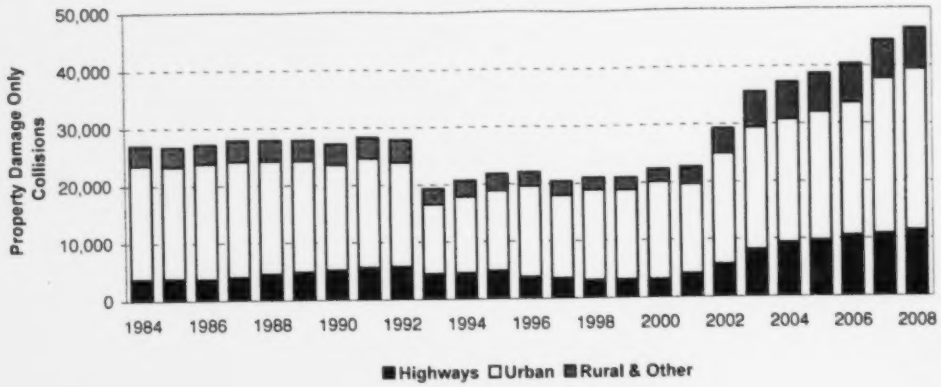
Three Year Summary by Road System

	Personal Injuries				Fatalities			
	2006	2007	2008	% Change	2006	2007	2008	% Change
Provincial Highways	1,864	1,659	1,895	14.23	86	84	98	16.67
Urban Streets	4,200	4,293	4,160	-3.10	16	21	23	9.52
Rural Roads	747	684	714	4.39	26	28	21	-25.00
Other Roads	264	207	296	43.00	8	10	14	40.00
Total Roads	**7,075**	**6,843**	**7,065**	**3.24**	**136**	**143**	**156**	**9.09**

See Appendix sections A1.1 to A1.7 for additional details.

Trends in Property Damage Only Collisions

Figure 1.5



Three Year Summary by Road System

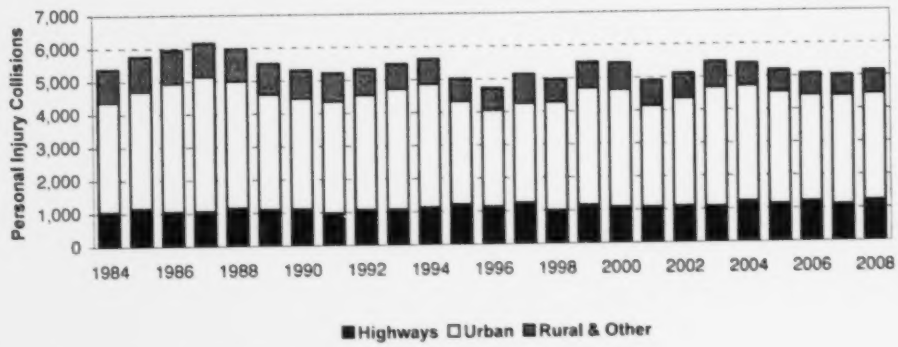
Property Damage Collisions

	2006	2007	2008	% Change
Provincial Highways	10,491	10,795	11,374	5.36
Urban Streets	23,067	26,928	28,030	4.09
Rural Roads	4,695	5,330	5,094	-4.43
Other Roads	2,032	1,327	1,931	45.52
Total Roads	**40,285**	**44,380**	**46,429**	**4.62**

See Appendix sections A1.1 to A1.7 for additional details.

Trends in Personal Injury Collisions

Figure 1.6



Three Year Summary by Road System

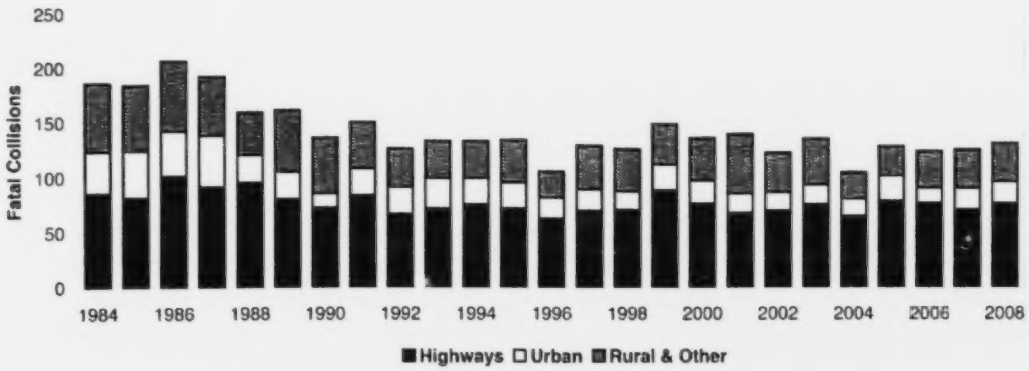
Personal Injury Collisions

	2006	2007	2008	% Change
Provincial Highways	1,203	1,089	1,220	12.03
Urban Streets	3,219	3,301	3,236	-1.97
Rural Roads	495	497	500	0.60
Other Roads	157	130	181	39.23
Total Roads	**5,074**	**5,017**	**5,137**	**2.39**

See Appendix sections A1.1 to A1.7 for additional details.

Trends in Fatal Collisions

Figure 1.7



Three Year Summary by Road System

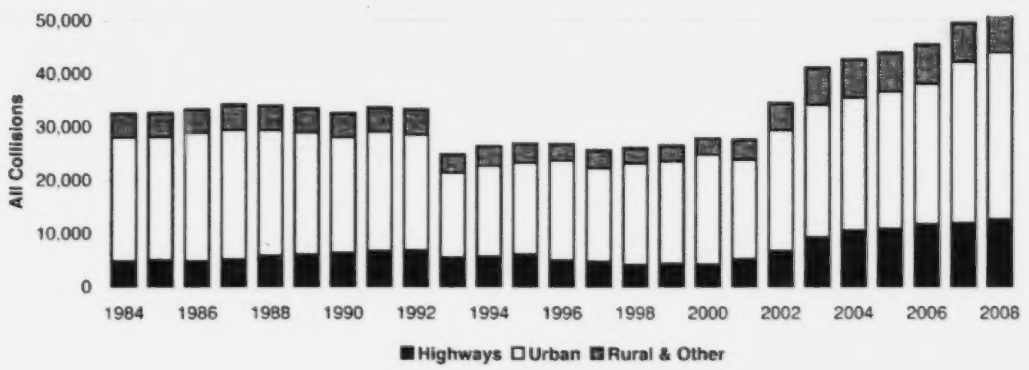
Fatal Collisions

	2006	2007	2008	% Change
Provincial Highways	77	71	77	8.45
Urban Streets	14	20	20	0.00
Rural Roads	25	25	21	-16.00
Other Roads	8	10	14	40.00
Total Roads	**124**	**126**	**132**	4.76

See Appendix sections A1.1 to A1.7 for additional details

Trends in All Reported Collisions

Figure 1.8



Three Year Summary by Road System

All Collisions

	2006	2007	2008	% Change
Provincial Highways	11,771	11,955	12,671	5.99
Urban Streets	26,300	30,249	31,286	3.43
Rural Roads	5,215	5,852	5,615	-4.05
Other Roads	2,197	1,467	2,126	44.92
Total Roads	**45,483**	**49,523**	**51,698**	4.39

See Appendix sections A1.1 to A1.7 for additional details

Property Damage Only Collisions by Month and Year

Table 1.1

Month	2003	2004	2005	2006	2007	Average 2005-2007	2008	% Change *
January	3,515	4,618	4,737	3,605	4,813	4,385.0	4,774	8.9
February	2,922	3,382	2,801	2,722	4,226	3,249.7	4,516	39.0
March	2,608	3,308	3,172	3,889	3,875	3,645.3	3,064	-15.9
April	2,650	1,955	2,238	2,272	2,434	2,314.7	2,749	18.8
May	2,250	2,191	2,341	2,629	2,626	2,532.0	2,765	9.2
June	2,524	2,644	3,001	3,184	3,205	3,130.0	3,277	4.7
July	2,521	2,654	2,830	2,840	3,055	2,908.3	3,321	14.2
August	2,498	2,193	2,500	2,655	2,987	2,714.0	3,193	17.6
September	2,610	2,474	2,628	2,980	3,074	2,894.0	3,299	14.0
October	3,415	3,690	2,982	3,433	3,644	3,353.0	4,029	20.2
November	4,118	3,556	4,384	5,238	5,319	4,980.3	5,011	0.6
December	3,933	4,507	5,021	4,841	5,122	4,994.7	6,431	28.8
Totals	**35,564**	**37,172**	**38,635**	**40,288**	**44,380**	**41,101.0**	**46,429**	**13.0**

Total Injuries by Month and Year

Table 1.2

Month	2003	2004	205	2006	2007	Average 2005-2007	2008	% Change *
January	650	602	734	437	585	585.3	541	-7.6
February	516	729	378	472	528	459.3	530	15.4
March	523	745	605	732	544	627.0	451	-28.1
April	533	435	447	472	478	465.7	487	4.6
May	582	518	497	551	539	529.0	531	0.4
June	737	602	640	619	556	605.0	595	-1.7
July	734	632	620	633	578	610.3	665	9.0
August	708	662	644	667	607	639.3	678	6.0
September	653	637	623	594	612	609.7	598	-1.9
October	719	706	611	638	594	614.3	746	21.4
November	624	624	643	618	641	634.0	654	3.2
December	704	651	666	642	581	629.7	589	-6.5
Totals	**7,683**	**7,543**	**7,108**	**7,075**	**6,843**	**7,009**	**7,065**	**0.8**

* % change is a comparison between 2008 and the 2005 - 2007 average

Total Deaths by Month and Year

Table 1.3

Month	2003	2004	2005	2006	2007	Average 2005-2007	2008	% Change *
January	7	4	3	9	1	4.3	8	84.6
February	7	4	4	8	3	5.0	6	20.0
March	5	9	5	10	10	8.3	9	8.0
April	12	10	7	10	14	10.3	12	16.1
May	11	12	16	16	16	16.0	12	-25.0
June	22	7	16	7	17	13.3	19	42.5
July	14	15	17	13	15	15.0	13	-13.3
August	19	15	17	14	16	15.7	21	34.0
September	12	19	11	12	8	10.3	17	64.5
October	21	16	13	12	18	14.3	17	18.6
November	8	8	20	11	15	15.3	17	10.9
December	10	7	18	14	10	14.0	5	-64.3
Totals	**148**	**126**	**147**	**136**	**143**	**142.0**	**156**	**9.9**

Total Collisions by Month and Year

Table 1.4

Month	2003	2004	2005	2006	2007	Average 2005-2007	2008	% Change *
January	4,016	5,087	5,304	3,941	5,282	4,842.3	5,198	7.3
February	3,317	3,894	3,104	3,065	4,627	3,598.7	4,940	37.3
March	2,978	3,821	3,638	4,427	4,302	4122.3	3,405	-17.4
April	3,023	2,279	2,580	2,619	2,773	2,657.3	3,110	17.0
May	2,689	2,560	2,707	3,033	3,028	2,922.7	3,147	7.7
June	3,030	3,078	3,465	3,614	3,613	3564.0	3,723	4.5
July	3,022	3,114	3,281	3,286	3,498	3,355.0	3,809	13.5
August	3,014	2,668	2,970	3,116	3,436	3,174.0	3,691	16.3
September	3,087	2,964	3,097	3,444	3,541	3360.7	3,746	11.5
October	3,956	4,203	3,432	3,890	4,066	3,796.0	4,541	19.6
November	4,580	4,008	4,862	5,720	5,805	5,462.3	5,502	0.7
December	4,441	5,003	5,508	5,331	5,552	5463.7	6,886	26.0
Totals	**41,153**	**42,679**	**43,948**	**45,486**	**49,523**	**46,319.0**	**51,698**	**11.6**

* % change is a comparison between 2008 and the 2005 - 2007 average.

Time of Occurrence

Contents:

			Page
Figure	2.1	Persons Injured by Month of Occurrence	11
	2.2	Persons Killed by Month of Occurrence	11
	2.3	Total Collisions by Month of Occurrence	11
	2.4	Provincial Highway Collisions and Travel by Time of Day	12
	2.5	Provincial Highway Collisions and Travel by Day of Week	12
Table	2.1	Collisions and Victims by Month of Occurrence	11
	2.2	Collisions During 2008 Holiday Periods	11
	2.3	Collisions on All Roads by Time of Day and Day of Week	12

Time of Occurrence

Figures 2.1 to 2.3 show the frequency of 2008 traffic collisions, injuries and deaths compared to a three-year average. It is not unusual to see more fluctuations in the monthly averages in the smaller numbers, such as deaths, than the larger numbers of total collisions.

Figures 2.4 and 2.5 show the collision ratio of travel versus collisions on provincial highways. The risk of being involved in a highway collision is highest between the hours of 3 and 4 a.m.

Table 2.2 shows the number of collisions on public holidays and long weekends throughout the year, as well as on other specific periods of interest.

Table 2.3 shows the number of collisions occurring by day of week and hour of occurrence on all road systems. The highest frequency of traffic collisions during 2008 occurred Friday afternoons between the hours of 4 and 5 p.m.

Collisions & Victims by Month of Occurrence

Figure 2.1

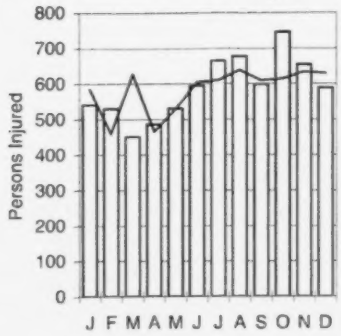


Figure 2.2

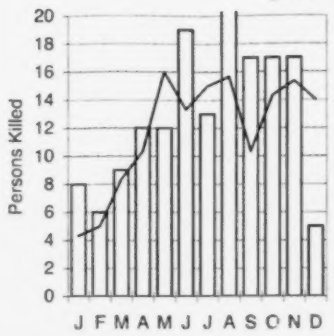
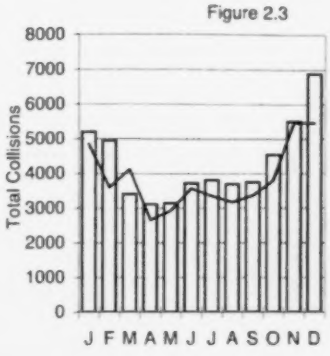


Figure 2.3



2008 Avg. (2005 - 2007)

Collisions & Victims by Month of Occurrence

Table 2.1

Month	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
January	4,774	417	7	5,198	541	8
February	4,516	418	6	4,940	530	6
March	3,064	333	8	3,405	451	9
April	2,749	350	11	3,110	487	12
May	2,765	370	12	3,147	531	12
June	3,277	433	13	3,723	595	19
July	3,321	476	12	3,809	665	13
August	3,194	483	14	3,691	678	21
September	3,299	432	15	3,746	598	17
October	4,029	497	15	4,541	746	17
November	5,011	477	14	5,502	654	17
December	6,430	451	5	6,886	589	5
Total	**46,429**	**5,137**	**132**	**51,698**	**7,065**	**156**

Collisions During 2008 Holiday Periods

Table 2.2

Holiday Period		Number of Collisions				Number of Victims	
		Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Family Day, Feb. 15 - 18	(Fri - Mon)	744	76	2	822	100	2
Imp Driving Awareness Mar. 3 - 7	(Mon - Fri)	588	45	0	633	51	0
Easter, Mar. 21 - 24	(Fri - Mon)	321	43	0	364	68	0
Victoria Day, May 16 - 19	(Fri - Mon)	359	43	3	405	60	3
Canada Day, July 1	(Tue)	95	15	0	110	19	0
Heritage Day, Aug. 1 - 4	(Fri - Mon)	359	60	1	420	88	1
Labour Day, Aug. 29 - Sept. 1	(Fri - Mon)	426	49	0	475	74	5
Thanksgiving Day, Oct. 10 - 13	(Fri - Mon)	574	50	4	628	85	5
Remembrance Day, Nov. 11	(Tue)	184	17	0	201	31	0
Safe Driving Week, Dec. 1 - 7	(Mon - Sun)	1236	97	1	1,334	119	1
Christmas Holidays, Dec. 24 - 28	(Wed - Sun)	679	57	0	736	76	0
Total		**4,821**	**476**	**9**	**5,306**	**671**	**15**

Time of Occurrence – SECTION 2

Figure 2.4

Provincial Highway Collisions and Travel by Time of Day

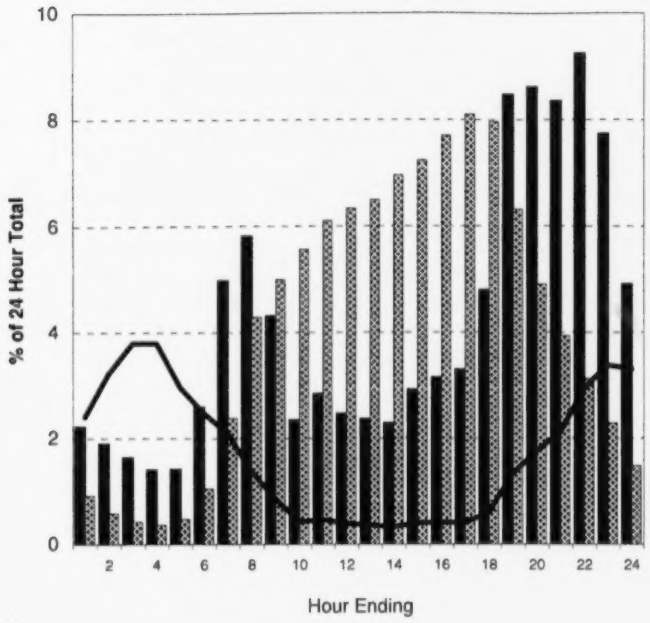
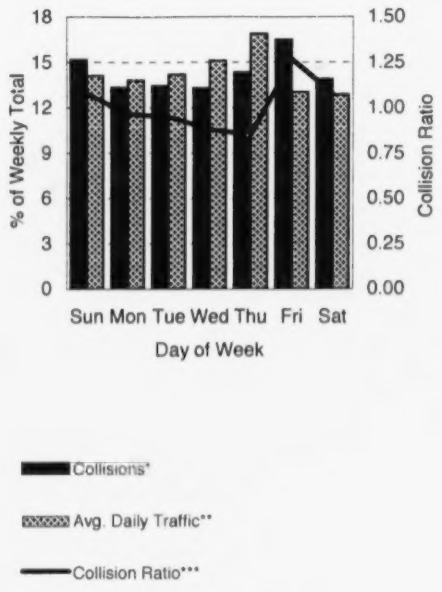


Figure 2.5

Provincial Highway Collisions and Travel by Week Day



* Collisions on Provincial Highways ** Traffic On Provincial Highways *** Per cent Collisions/Per cent Traffic

Collisions on All Roads by Time of Day and Day of Week

Table 2.3

Collision Hour	Sun	Mon	Tues	Wed	Thurs	Fri	Sat	Total	%
12 to 1 a.m.	282	219	194	209	182	279	355	1,720	3.3
1 to 2 a.m.	188	67	74	78	78	107	210	802	1.6
2 to 3 a.m.	178	74	82	64	82	103	232	815	1.6
3 to 4 a.m.	132	47	59	49	52	77	158	574	1.1
4 to 5 a.m.	96	56	42	49	42	70	109	464	0.9
5 to 6 a.m.	107	115	80	92	106	84	111	695	1.3
6 to 7 a.m.	109	222	244	208	228	209	156	1,376	2.7
7 to 8 a.m.	144	362	385	437	396	343	175	2,242	4.3
8 to 9 a.m.	147	367	439	416	436	388	214	2,407	4.7
9 to 10 a.m.	139	259	285	267	275	262	200	1,687	3.3
10 to 11 a.m.	223	296	317	286	304	335	301	2,062	4.0
11 a.m. to 12 p.m.	239	320	341	332	321	424	297	2,274	4.4
12 to 1 p.m.	292	375	464	441	435	467	357	2,831	5.5
1 to 2 p.m.	253	344	363	366	389	407	377	2,499	4.8
2 to 3 p.m.	303	378	386	400	398	462	419	2,746	5.3
3 to 4 p.m.	290	507	596	577	523	647	396	3,536	6.8
4 to 5 p.m.	297	498	541	627	572	657	390	3,582	6.9
5 to 6 p.m.	292	515	554	600	571	622	334	3,488	6.7
6 to 7 p.m.	401	433	478	443	460	582	397	3,194	6.2
7 to 8 p.m.	422	377	389	407	412	540	394	2,941	5.7
8 to 9 p.m.	416	314	355	377	376	448	397	2,683	5.2
9 to 10 p.m.	432	332	319	348	442	465	437	2,775	5.4
10 to 11 p.m.	323	276	276	281	309	438	429	2,332	4.5
11 p.m. to 12 a.m.	185	170	192	215	208	389	361	1,720	3.3
Not Stated	51	37	39	34	24	30	38	253	0.5
Total	**5,941**	**6,960**	**7,494**	**7,603**	**7,621**	**8,835**	**7,244**	**51,698**	
Per cent	**11.5**	**13.5**	**14.5**	**14.7**	**14.7**	**17.1**	**14.0**		**100**

Major Contributing Factors

Contents:

			Page
Figure	3.1	Major Contributing Factors by Collision Severity	16
	3.2	Major Contributing Factors in Collisions by Road System	19
Table	3.1	Top 10 Contributing Factors in Fatal Collisions in 2008	14
	3.2	All Major Contributing Factors in 2008 Fatal Collisions	15
	3.3	Count of Human Condition Factors by Severity of Collision	16
	3.4	Count of Human Action Factors by Severity of Collision	16
	3.5	Count of Vehicle Condition Factors by Severity of Collision	17
	3.6	Count of Environmental Condition Factors by Severity of Collision	17
	3.7	Count of Human Condition Factors by Road System	18
	3.8	Count of Human Action Factors by Road System	18
	3.9	Count of Vehicle Condition Factors by Road System	18
	3.10	Count of Environmental Condition Factors by Road System	19

Major Contributing Factors

Contributing factors are those circumstances or factors that have directly contributed to the collision or its severity. TAIS recognizes that a collision usually results from many causal factors. The collision data system accepts up to four contributing factors for each vehicle involved in a collision. Factors can be selected from four categories: human condition, human action, vehicle condition or driving environment.

In traffic collisions reported by police agencies, the causal factors are assigned by the investigating officer. Incidents reported through SGI's Dial-A-Claim are assigned causal factors only if they are clearly identified in the drivers' statements. The causal factors in property damage only collisions are therefore much more subjective in nature and not directly comparable to previous years and casualty collisions.

This section summarizes all contributing factors that were reported. In 2008, a total of 66,005 factors contributed to 51,698 collisions. The numbers in these figures represent the number of occurrences of each factor.

Driver inattention and driver distraction account for 24.2 per cent of all factors reported. SGI is aware of this fact and continues to work with a number of organizations to develop education and awareness programs to address this problem.

Figure 3.1 shows that human condition is a more prevalent factor in fatal collisions (52.8%) than in all collisions (31.1%). Human condition and human action account for 58 per cent of all factors in collisions, as compared to 90 per cent of factors in fatal crashes.

Figure 3.2 summarizes the factors by road system. Eighty per cent of urban collisions are attributed to human factors, while environmental conditions, mainly animal actions, are more prevalent in rural and highway collisions (71%).

Top 10 Contributory Factors in Fatal Collisions During 2008

Table 3.1

	Urban Streets	Prov. Highways	Rural Roads	Other	Total	% of Total
Alcohol Involvement	6	33	13	14	66	24.8
Inattentive	5	23	5	2	35	13.2
Driving Too Fast For Conditions	2	9	6	5	22	8.3
Exceeding Speed Limit	6	10	3	1	20	7.5
Fail To Yield/Traffic Control Disregarded	2	11	2	0	15	5.6
Driver Inexperience/Confusion	2	5	4	0	11	4.1
Other Human Action	1	9	0	1	11	4.1
Careless Driving/Stunting	1	4	2	3	10	3.8
Distracted	1	7	1	0	9	3.4
Passing Or Lane Usage Improper	0	8	0	0	8	3.0

All Major Contributing Factors In 2008 Fatal Collisions

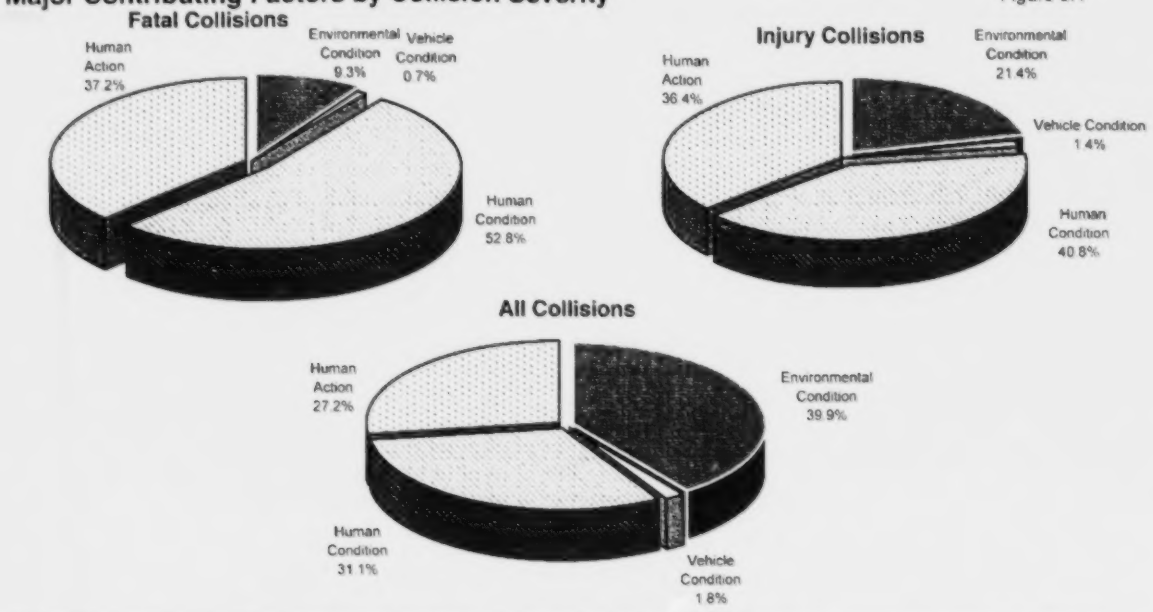
Table 3.2

Driver/Vehicle Factors	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total
Alcohol Involvement	6	33	13	14	66	24.8
Inattentive	5	23	5	2	35	13.2
Driving Too Fast For Conditions	2	9	6	5	22	8.3
Exceeding Speed Limit	6	10	3	1	20	7.5
Fail To Yield/Traffic Control Disregarded	2	11	2	0	15	5.6
Driver Inexperience/Confusion	2	5	4	0	11	4.1
Other Human Action	1	9	0	1	11	4.1
Careless Driving/Stunting	1	4	2	3	10	3.8
Distracted	1	7	1	0	9	3.4
Passing Or Improper Lane Usage	0	8	0	0	8	3.0
Taking Evasive Action	1	6	0	1	8	3.0
Road Condition Surface Or Structure	1	4	2	1	8	3.0
Drugs (Prescription Or Illegal)	2	1	3	1	7	2.6
Other Human Conditions	2	5	0	0	7	2.6
Fell Asleep	0	5	1	0	6	2.3
Weather Condition	0	5	0	0	5	1.9
Turning Improperly	0	3	0	0	3	1.1
View From Vehicle Obstructed	0	3	0	0	3	1.1
Animal Action (Wild)	0	2	0	0	2	0.8
Excessive Loose Gravel	0	2	0	0	2	0.8
Physical Medical Disability	0	1	0	0	1	0.4
Fail To Signal	0	1	0	0	1	0.4
Driving Wrong Way	0	1	0	0	1	0.4
Defective Tires Or Blowout	0	1	0	0	1	0.4
Other Vehicle Condition	0	1	0	0	1	0.4
Snow Drift	1	0	0	0	1	0.4
Sun Glare	0	1	0	0	1	0.4
Construction Zone	0	1	0	0	1	0.4

Major Contributing Factors – SECTION 3

Major Contributing Factors by Collision Severity

Figure 3.1



Count of Human Condition Factors by Severity of Collision

Table 3.3

Human Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Driver Inattention	12,478	2,015	35	14,528	22.0
Driver Distraction	1,112	346	9	1,467	2.2
Had Been Drinking	664	242	31	937	1.4
Driving While Impaired	682	343	35	1,060	1.6
Extreme Fatigue	40	44	0	84	0.1
Fell Asleep	137	80	6	223	0.3
Driver Inexperience/Confusion	1,092	384	11	1,487	2.3
Lost Consciousness/Sudden Illness	30	29	0	59	0.1
Physical/Medical Disability	43	27	1	71	0.1
Drugs (Prescription or Illegal)	41	18	7	66	0.1
Defective Eyesight/Hearing	19	6	0	25	0.0
Other Human Conditions	412	127	7	546	0.8
Total	**16,750**	**3,661**	**142**	**20,553**	**31.1**

Count of Human Action Factors by Severity of Collision

Table 3.4

Human Action	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Fail to Yield	2,567	906	12	3,485	5.3
Traffic Control Device Disregarded	793	338	3	1,134	1.7
Following Too Closely	1,913	329	0	2,242	3.4
Driving Too Fast for Conditions	1,889	570	22	2,481	3.8
Exceeding Speed Limit	215	151	20	386	0.6
Turning Improperly	921	118	3	1,042	1.6
Passing or Improper Lane Usage	1,298	105	8	1,411	2.1
Backing Unsafely	2,191	46	0	2,237	3.4
Fail to Signal	30	7	1	38	0.1
Driving Wrong Way in One Way Traffic	17	15	1	33	0.0
Taking Evasive Action	1,597	282	8	1,887	2.9
Careless Driving/Stunting	490	231	10	731	1.1
Pedestrian Action Contributed	3	2	1	6	0.0
Other Human Action	626	171	11	808	1.2
Total	**14,550**	**3,271**	**100**	**17,921**	**27**

Count of Vehicle Condition Factors by Severity of Collision

Table 3.5

Vehicle Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Defective Brakes	86	22	0	108	0.2
Defective Lights	8	9	0	17	0.0
Defective Exhaust System	0	0	0	0	0.0
Load Shifted/Spilled	163	5	0	168	0.3
Vehicle Overloaded/Improperly Loaded	70	3	0	73	0.1
Defective Steering	15	5	0	20	0.0
Defective Suspension/Wheel Failure	53	7	0	60	0.1
Defective Tires/Tire Blowout	239	17	1	257	0.4
Defective Engine/Power Train/Wiring	31	1	0	32	0.0
Jackknife/Trailer Swing	86	9	0	95	0.1
View from Vehicle Obstructed	80	11	0	91	0.1
Other Vehicle Condition/Defective	199	27	1	227	0.3
Lights Not On	8	10	0	18	0.0
Total	**1,038**	**126**	**2**	**1,166**	**1.8**

Count of Environmental Condition Factors by Severity of Collision

Table 3.6

Environmental Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Animal Action (Wild)	12,316	310	2	12,628	19.1
Animal Action (Domestic)	378	35	0	413	0.6
Road Condition (Surface or Structure)	7,504	654	8	8,166	12.4
Loose Gravel	412	121	2	535	0.8
Snow Drift	469	57	1	527	0.8
Obstruction/Debris on Road	518	33	0	551	0.8
View Obstructed/Limited	396	76	3	475	0.7
Sun Glare	163	68	1	232	0.4
Construction Zone	86	14	1	101	0.2
Soft or Defective Shoulders	72	42	0	114	0.2
Lane Marking Inadequate	9	3	0	12	0.0
Traffic Control Device Not Working	22	14	0	36	0.1
Weather Conditions	1,025	304	5	1,334	2.0
Uninvolved Vehicle	667	95	2	764	1.2
Uninvolved Pedestrian	77	17	0	94	0.1
Other Environmental Condition	307	76	0	383	0.6
Total	**24,421**	**1,919**	**25**	**26,365**	**39.9**

Count of Human Condition Factors by Road System

Table 3.7

Human Condition	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total Factors
Driver Inattention	12,986	950	434	158	14,528	22.0
Driver Distraction	1,117	235	85	30	1,467	2.2
Had Been Drinking	632	143	90	72	937	1.4
Driving While Impaired	716	189	70	85	1,060	1.6
Extreme Fatigue	27	45	11	1	84	0.1
Fell Asleep	45	154	18	6	223	0.3
Driver Inexperience/Confusion	864	283	282	58	1,487	2.2
Lost Consciousness/Sudden Illness	36	19	4	0	59	0.1
Physical/Medical Disability	41	22	6	2	71	0.1
Drugs (Prescription or Illegal)	44	13	5	4	66	0.1
Defective Eyesight/Hearing	12	12	1	0	25	0.0
Other Human Conditions	395	90	37	24	546	0.8
Total	**16,915**	**2,155**	**1,043**	**440**	**20,553**	**31.1**

Count of Human Action Factors by Road System

Table 3.8

Human Action	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total Factors
Fail to Yield	3,187	208	72	18	3,485	5.3
Traffic Control Device Disregarded	1,064	50	17	3	1,134	1.7
Following Too Closely	2,117	93	20	12	2,242	3.4
Driving Too Fast for Conditions	1,492	522	361	106	2,481	3.8
Exceeding Speed Limit	243	82	45	16	386	0.6
Turning Improperly	953	59	25	5	1,042	1.6
Passing or Improper Lane Usage	1,238	142	24	7	1,411	2.1
Backing Unsafely	2,101	43	44	49	2,237	3.4
Fail to Signal	23	11	3	1	38	0.1
Driving Wrong Way in One Way Traffic	27	6		0	33	0.0
Taking Evasive Action	915	488	368	116	1,887	2.9
Careless Driving/Stunting	502	102	83	44	731	1.1
Pedestrian Action Contributed	78	9	3	2	92	0.1
Other Human Action	576	133	34	47	790	1.2
Total	**14,516**	**1,948**	**1,099**	**426**	**17,989**	**27**

Count of Vehicle Condition Factors by Road System

Table 3.9

Vehicle Condition	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total Factors
Defective Brakes	83	13	4	3	103	0.2
Defective Lights	5	7	2	0	14	0.0
Defective Exhaust System	0	0	0	0	0	0.0
Load Shifted/Spilled	57	77	1	6	141	0.2
Vehicle Overloaded/Improperly Loaded	30	27		5	62	0.1
Defective Steering	10	5		0	15	0.0
Defective Suspension/Wheel Failure	13	33	4	4	54	0.1
Defective Tires/Tire Blowout	69	121	7	14	211	0.3
Defective Engine/Powertrain/Wiring	21	9		0	30	0.0
Jackknife/Trailer Swing	27	50		5	82	0.1
View from Vehicle Obstructed	71	10	1	2	84	0.1
Other Vehicle Condition/Defective	110	75	1	13	199	0.3
Lights Not On	9	5	4	0	18	0.0
Total	**505**	**432**	**24**	**52**	**1,013**	**1.5**

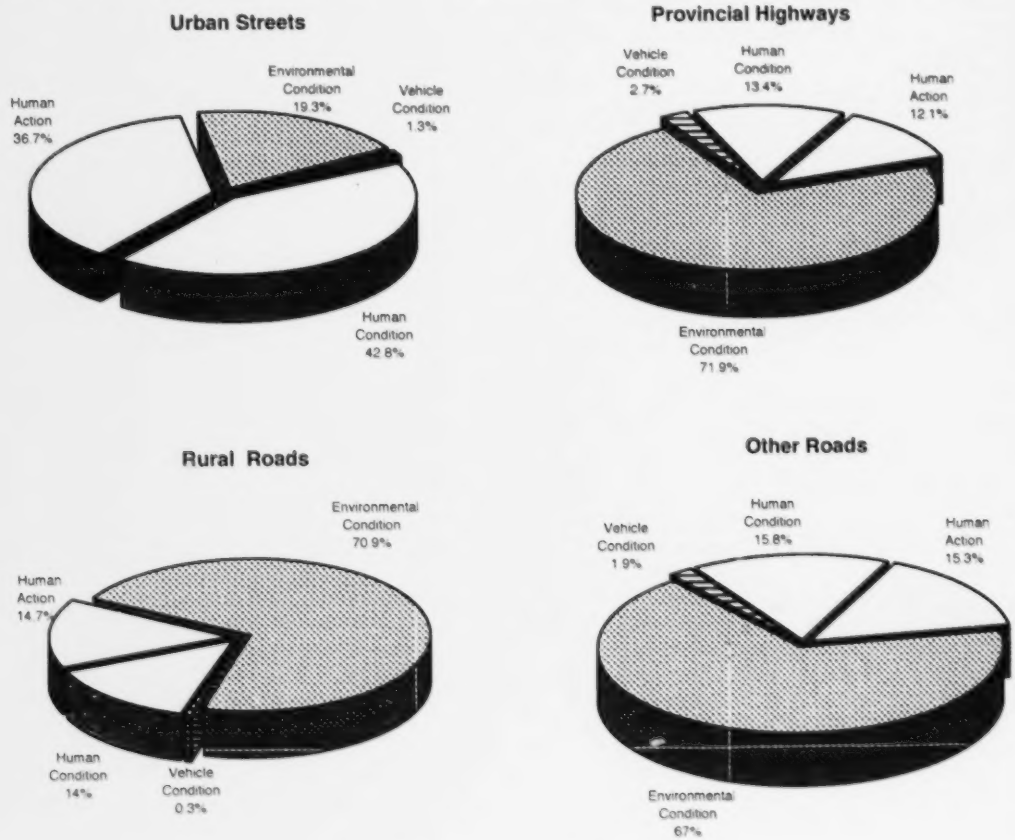
Count of Environmental Condition Factors by Road System

Table 3.10

Environmental Condition	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total Factors
Animal Action (Wild)	192	8,344	3,141	951	12,628	19.1
Animal Action (Domestic)	83	138	127	65	413	0.6
Road Condition (Surface or Structure)	5,539	1,351	894	382	8,166	12.4
Loose Gravel	51	95	311	78	535	0.8
Snow Drift	86	183	183	75	527	0.8
Obstruction/Debris on Road	151	263	94	43	551	0.8
View Obstructed/Limited	208	113	89	65	475	0.7
Sun Glare	172	30	21	9	232	0.4
Construction Zone	44	29	21	7	101	0.2
Soft or Defective Shoulders	9	50	41	14	114	0.2
Lane Marking Inadequate	3	6	3	0	12	0.0
Traffic Control Device Not Working	14	4	17	1	36	0.1
Weather Conditions	430	650	182	72	1,334	2.0
Uninvolved Vehicle	439	222	62	41	764	1.2
Uninvolved Pedestrian	92	1		1	94	0.1
Other Environmental Condition	112	111	104	56	383	0.6
Total	**7,625**	**11,590**	**5,290**	**1,860**	**26,365**	**39.9**

Major Contributing Factors in Collisions by Road System

Figure 3.2



Environmental Factors

Contents:

			Page
Figure	4.1	Collisions by Road Surface Condition	23
	4.2	Collisions by Light Condition	23
	4.3	Collisions by Weather Condition	23
Table	4.1	Collisions by Road Surface Condition and Severity	23
	4.2	Collisions by Light Condition and Severity	23
	4.3	Collisions by Weather Condition and Severity	23
	4.4	Intersection-Related Collisions by Severity	24
	4.5	Non-Intersection-Related Collisions by Severity	24
	4.6	Collisions by Configuration and Severity	25
	4.7	Collisions by Configuration and Road System	25
	4.8	Vehicles in Collisions by Roadway Alignment and Severity	26
	4.9	Collision Events by Severity of Collision	26
	4.10	Collision Events by Road System	27
	4.11	Vehicles in Collisions by Road Characteristics and Severity	27

Environmental Factors

The driving environment consists of road, light and weather conditions, as well as events leading up to and during a collision. It is important to understand all of these factors to properly design effective countermeasures for reducing collisions.

This section provides a breakdown of collisions for each of the different driving environments by severity and road system.

Tables 4.1 to 4.3 and Table 4.8 show that most collisions occur under near ideal conditions, such as a dry surface (47%), clear weather (30%), daylight (47%) and on a straight/level stretch of road (37%). These numbers are higher than actually reported due to the fact that in many cases a condition is reported only if it was a factor in the collision. This is evident by the 61 per cent of collisions where a weather condition is "not stated."

Tables 4.6 and 4.7 provide a breakdown of the types of collisions by single and multiple vehicle configurations. Single vehicle collisions account for 92 per cent of the collisions on rural roads, 87 per cent on provincial highways and 14 per cent on urban streets.

Table 4.9 and 4.10 describe some of the events that occur in collisions, such as hitting a fixed or movable object, overturning or jackknifing.

Figure 4.1
Collisions by Road Surface Condition

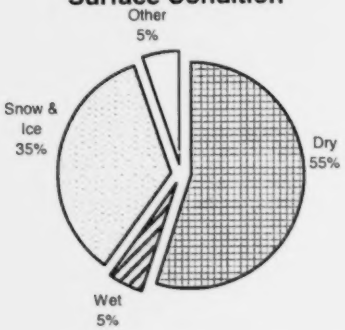


Figure 4.2
Collisions by Light Condition

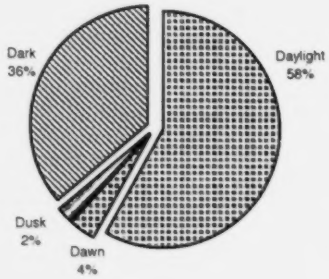
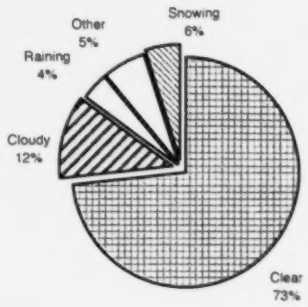


Figure 4.3
Collisions by Weather Condition



Collisions by Road Surface Condition and Severity

Table 4.1

Surface Condition	Property Damage	Personal Injury	Fatal	Total	%
Dry	21,242	2,902	88	24,232	46.9
Wet	1,940	348	12	2,300	4.4
Loose Snow	538	127	6	671	1.3
Packed Snow/Ice	13,456	1,169	9	14,634	28.3
Loose Gravel or Sand	1,666	344	15	2,025	3.9
Muddy	108	28	1	137	0.3
Slush	99	27	1	127	0.2
Fresh Oil	0	2	0	2	0.0
Not Stated	7,380	190	0	7,570	14.6
Total	**46,429**	**5,137**	**132**	**51,698**	**100**

Collisions by Light Condition and Severity

Table 4.2

Natural/Artificial Light* Condition	Property Damage	Personal Injury	Fatal	Total	%
Daylight	20,792	3,241	53	24,086	46.6
Dawn	1,275	184	10	1,469	2.8
Dusk	750	151	3	904	1.7
Dark/No Lighting*	6,501	682	53	7,236	14.0
Dark/Lighting On*	7,051	693	13	7,757	15.0
Not Stated	10,060	186	0	10,246	19.8
Total	**46,429**	**5,137**	**132**	**51,698**	**100**

* Artificial lighting refers to street lighting.

Collisions by Weather Condition and Severity

Table 4.3

Weather Condition	Property Damage	Personal Injury	Fatal	Total	%
Clear	11,636	3,406	102	15,144	29.3
Cloudy	1,717	657	13	2,387	4.6
Raining	607	189	7	803	1.6
Snowing	1,045	247	3	1,295	2.5
Sleet/Hail/Freezing Rain	165	77	1	243	0.5
Fog/Smoke/Smog	148	29	1	178	0.3
Drifting Snow/Dust	309	94	2	405	0.8
Strong Winds	130	58	3	191	0.4
Not Stated	30,672	380	0	31,052	60.1
Total	**46,429**	**5,137**	**132**	**51,698**	**100**

Intersection-Related Collisions by Severity

Table 4.4

Type of Intersection	Property Damage Only	Personal Injury	Fatal	Total
Street/Street	11,856	2,207	10	14,073
Street/Highway	51	19	0	70
Street/Grid-Municipal Road	68	18	1	87
Street/Private Approach, Driveway	2,585	155	0	2,740
Street/Alley, Other Road	590	40	0	630
Lane Alley/Lane Alley	121	7	0	128
Lane Alley/Private Approach, Driveway	91	8	0	99
Lane Alley/Highway	4	1	0	5
Highway/Highway	1,124	129	11	1,264
Highway/Grid-Municipal Road	170	87	3	260
Highway/Private Approach, Driveway	46	16	0	62
Highway/Other Road	5	0	0	5
Grid-Municipal Road/Grid-Municipal Road	316	73	3	392
Grid-Municipal Road/Private Approach, Driveway	84	12	0	96
Grid-Municipal Road/Other Road	80	15	0	95
Other Road/Private Approach, Driveway	87	14	1	102
Total Intersection Related	**17,278**	**2,801**	**29**	**20,108**

Non-Intersection-Related Collisions by Severity

Table 4.5

Collision Site	Property Damage Only	Personal Injury	Fatal	Total
Non-intersection (Urban)	11,235	714	4	11,953
Non-intersection (Highway)	9,784	951	62	10,797
Non-intersection (Rural)	4,566	394	17	4,977
Non-intersection (Other Road)	1,632	141	13	1,786
Railroad level crossing (Urban)	78	6	3	87
Railroad level crossing (Highway)	16	9	0	25
Railroad level crossing (Rural)	20	5	0	25
Railroad level crossing (Other Road)	0	1	0	1
Bridge or Overpass (Urban)	1	0	0	1
Bridge or Overpass (Highway)	285	31	1	317
Bridge or Overpass (Rural)	49	13	0	62
Bridge or Overpass (Other Road)	51	7	0	58
Tunnel or Underpass (Urban)	6	0	0	6
Tunnel or Underpass (Highway)	0	1	0	1
Tunnel or Underpass (Rural)	0	0	0	0
Tunnel or Underpass (Other Road)	0	0	0	0
Passing Lane/Climbing Lane (Urban)	5	4	0	9
Passing Lane/Climbing Lane (Highway)	1	0	0	1
Passing Lane/Climbing Lane (Rural)	7	0	0	7
Passing Lane/Climbing Lane (Other Road)	0	0	0	0
Ramp (Urban)	1	0	0	1
Ramp (Highway)	90	15	0	105
Ramp (Rural Road)	0	0	0	0
Ramp (Other Road)	0	0	0	0
Off Roadway (Urban)	16	3	0	19
Off Roadway (Highway)	12	1	0	13
Off Roadway (Rural)	8	4	0	12
Off Roadway (Other Road)	15	5	0	20
Other/Not Stated (Urban)	940	15	1	956
Other/Not Stated (Highway)	146	6	1	153
Other/Not Stated (Rural)	81	5	1	87
Other/Not Stated (Other Road)	106	5	0	111
Total Non-Intersection Related	**29,151**	**2,336**	**103**	**31,590**
Totals	**46,429**	**5,137**	**132**	**51,698**

Collisions by Configuration and Severity

Table 4.6

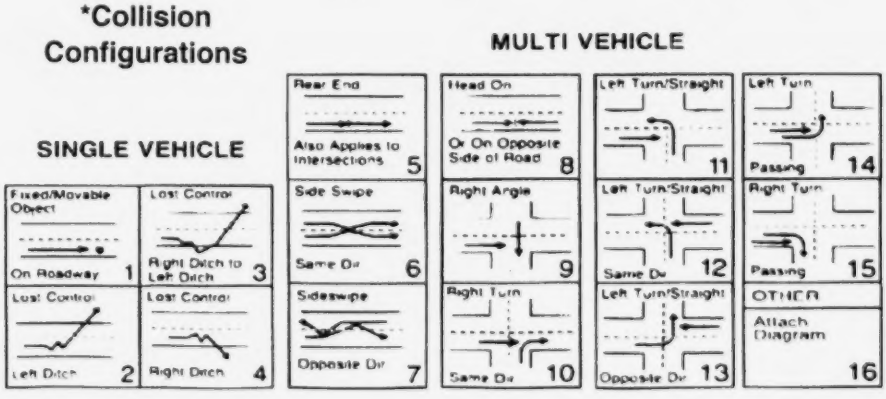
Collision Configuration *	Property Damage	Personal Injury	Fatal	Total	% of Total
1 Object on Roadway	15,354	558	15	15,927	30.8
2 Lost Control Left Ditch	1,381	395	20	1,796	3.5
3 Lost Control Right to Left	440	181	8	629	1.2
4 Lost Control Right Ditch	3,015	766	28	3,809	7.4
Single Vehicle Total	**20,190**	**1,900**	**71**	**22,161**	**42.9**
5 Rear End	7,167	1,251	4	8,422	16.3
6 Side Swipe Same Direction	3,035	125	1	3,161	6.1
7 Side Swipe Opposite Direction	471	59	2	532	1.0
8 Head On	208	86	29	323	0.6
9 Right Angle	3,088	830	12	3,930	7.6
10 Right Turn Same Direction	263	21	0	284	0.5
11 Left Turn/Straight	632	137	1	770	1.5
12 Left Turn/Straight - Same Direction	267	43	0	310	0.6
13 Left Turn/Straight - Opposite Direction	1,293	330	2	1,625	3.1
14 Left Turn Passing	133	44	0	177	0.3
15 Right Turn Passing	163	14	0	177	0.3
Multiple Vehicle Total	**16,720**	**2,940**	**51**	**19,711**	**38.1**
16 Other Single or Multiple Vehicle	9,519	297	10	9,826	19.0
Total	**46,429**	**5,137**	**132**	**51,698**	**100**

Collisions by Configuration and Road System

Table 4.7

Collision Configuration *	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total
1 Object on Roadway	2,567	8,733	3,458	1,169	15,927	30.8
2 Lost Control Left Ditch	530	674	469	123	1,796	3.5
3 Lost Control Right to Left	190	246	160	33	629	1.2
4 Lost Control Right Ditch	1,027	1,339	1,076	367	3,809	7.4
Single Vehicle Total	**4,314**	**10,992**	**5,163**	**1,692**	**22,161**	**42.9**
5 Rear End	7,917	370	70	65	8,422	16.3
6 Side Swipe Same Direction	2,954	171	25	11	3,161	6.1
7 Side Swipe Opposite Direction	397	94	15	26	532	1.0
8 Head On	215	65	18	25	323	0.6
9 Right Angle	3,647	180	78	25	3,930	7.6
10 Right Turn Same Direction	269	11	3	1	284	0.5
11 Left Turn/Straight	726	28	9	7	770	1.5
12 Left Turn/Straight - Same Direction	282	21	6	1	310	0.6
13 Left Turn/Straight - Opposite Direction	1,576	42	5	2	1,625	3.1
14 Left Turn Passing	121	47	6	3	177	0.3
15 Right Turn Passing	168	7	1	1	177	0.3
Multiple Vehicle Total	**18,272**	**1,036**	**236**	**167**	**19,711**	**38.1**
16 Other - Single or Multiple Vehicle	8,700	643	216	267	9,826	19.0
Total	**31,286**	**12,671**	**5,615**	**2,126**	**51,698**	**100**

*Collision Configurations



Vehicles in Collisions by Roadway Alignment and Severity

Table 4.8

Road Alignment	Property Damage	Personal Injury	Fatal	Total	%
Straight/Level or Near Level	23,177	6,756	138	30,071	37.1
Straight/Steep Incline or Decline	281	93	3	377	0.5
Straight/Top of Hill (Crest)	139	84	3	226	0.3
Straight/Bottom of Hill (Sag)	150	57	3	210	0.3
Curved/Level or Near Level	969	371	12	1,352	1.7
Curved/Steep Incline or Decline	136	44	1	181	0.2
Curved/Top of Hill (Crest)	61	29	0	90	0.1
Curved/Bottom of Hill (Sag)	38	12	1	51	0.1
Dead End/Level or Near Level	48	19	1	68	0.1
Dead End/Steep Incline or Decline	7	0	0	7	0.0
Dead End/Top of Hill (Crest)	4	2	0	6	0.0
Dead End/Bottom of Hill (Sag)	1	0	0	1	0.0
Not Stated	46,923	1,533	41	48,497	59.8
Total	**71,934**	**9,000**	**203**	**81,137**	**100**

Collision Events by Severity of Collision

Table 4.9

Hit Fixed Object	Property Damage	Personal Injury	Fatal	Total	%
Approach	138	89	3	230	0.3
Traffic Barricade	54	12	0	66	0.1
Building/Wall	154	26	0	180	0.3
Bridge Structure	124	17	0	141	0.2
Crash Cushions/Impact Attenuator	16	8	0	24	0.0
Culvert	47	20	1	68	0.1
Curbing	1,177	113	0	1,290	1.9
Delineator Post	57	2	0	59	0.1
Ditch Bottom/Back Slope	1,873	443	13	2,329	3.4
Debris on Road	396	14	1	411	0.6
Fence	485	51	4	540	0.8
Fire Hydrant, Parking Meter, Utility Box	127	1	0	128	0.2
Gravel Pile	44	14	0	58	0.1
Guard Rail	230	24	2	256	0.4
Lamp Support (Traffic Signal, Street Light)	438	71	3	512	0.7
Raised Median/Barrier	349	51	0	400	0.6
Power/Telephone Pole	290	33	1	324	0.5
Rock Face/Rocks on Road	304	14	0	318	0.5
Sign Post	488	32	1	521	0.8
Snow Bank/Drift	978	65	1	1,044	1.5
Tree/Bush	647	94	5	746	1.1
Other Fixed Object	1,393	54	0	1,447	2.1
Subtotal Fixed Objects	**9,809**	**1,248**	**35**	**11,092**	**16.2**
Hit Movable Object					
Another Road Vehicle	24,309	3,121	53	27,483	40.1
Animal	12,418	284	2	12,704	18.5
Pedestrian	40	308	15	363	0.5
Railroad Train	16	12	1	29	0.0
Other Movable Object	793	17	0	810	1.2
Subtotal Movable Objects	**37,576**	**3,742**	**71**	**41,389**	**60.4**
Non-Collision Event					
Ran Off Road	5,398	1,486	92	6,976	10.2
Overturned	1,385	987	57	2,429	3.5
Fire/Explosion	55	20	9	84	0.1
Submersion	58	15	1	74	0.1
Skidding/Sliding/Spinning	4,657	971	47	5,675	8.3
Load Spill	75	13	0	88	0.1
Jackknife/Trailer Swing	130	16	4	150	0.2
Other Non-Collision Events	563	44	0	607	0.9
Subtotal Non-Collision Events	**12,321**	**3,552**	**210**	**16,083**	**23.5**
Grand Total	**59,706**	**8,542**	**316**	**68,564**	**100**

Collision Events by Road System

Table 4.10

Hit Fixed Object	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total Factors
Approach	28	111	68	23	230	0.3
Traffic Barricade	55	8	1	2	66	0.1
Building/Wall	170	4	0	6	180	0.3
Bridge Structure	105	25	10	1	141	0.2
Crash Cushions/Impact Attenuator	14	5	1	4	24	0.0
Culvert	11	31	20	6	68	0.1
Curbing	1,279	10	1	0	1,290	1.9
Delineator Post	52	4	1	2	59	0.1
Ditch Bottom/Back Slope	217	1,036	858	218	2,329	3.4
Debris on Road	115	196	63	37	411	0.6
Fence	282	85	130	43	540	0.8
Fire Hydrant, Parking Meter, Utility Box	124	0	0	4	128	0.2
Gravel Pile	12	11	32	3	58	0.1
Guard Rail	202	49	3	2	256	0.4
Lamp Support (Traffic Signal, Street Light)	473	33	3	3	512	0.7
Raised Median/Barrier	379	17	4	0	400	0.6
Power/Telephone Pole	282	23	12	7	324	0.5
Rock Face/Rocks on Road	52	99	111	56	318	0.5
Sign Post	396	82	24	19	521	0.8
Snow Bank/Drift	483	210	240	111	1,044	1.5
Tree/Bush	398	78	145	125	746	1.1
Other Fixed Objects	1,010	215	125	97	1,447	2.1
Subtotal - Fixed Objects	**6,139**	**2,332**	**1,852**	**769**	**11,092**	**16.2**
Hit Movable Object						
Another Road Vehicle	25,661	1,212	295	315	27,483	40.1
Animal	247	8,369	3,134	954	12,704	18.5
Pedestrian	320	20	7	16	363	0.5
Railroad Train	7	6	15	1	29	0.0
Other Movable Objects	403	276	72	59	810	1.2
Subtotal - Movable Objects	**26,638**	**9,883**	**3,523**	**1,345**	**41,389**	**60.4**
Non-Collision Event						
Ran Off Road	2,184	2,505	1,726	561	6,976	10.2
Overturned	212	1,201	837	179	2,429	3.5
Fire/Explosion	17	34	25	8	84	0.1
Submersion	7	21	39	7	74	0.1
Skidding/Sliding/Spinning	2,871	1,490	956	358	5,675	8.3
Load Spill	20	48	17	3	88	0.1
Jackknife/Trailer Swing	19	97	25	9	150	0.2
Other Non-Collision Events	260	252	62	33	607	0.9
Subtotal - Non-Collision Events	**5,590**	**5,648**	**3,687**	**1,158**	**16,083**	**23.5**
Grand Total	**38,367**	**17,863**	**9,062**	**3,272**	**68,564**	**100**

Vehicles in Collisions by Road Characteristics and Severity

Table 4.11

Road Characteristics	Property Damage	Personal Injury	Fatal	Total	%
Undivided One Way	1,481	423	12	1,916	2.4
Undivided Two Way	16,606	4,002	141	20,749	25.6
Divided Raised Median	4,012	1,939	11	5,962	7.3
Divided Depressed/Painted Median	3,145	1,197	20	4,362	5.4
Other	831	207	3	1,041	1.3
Not Stated	45,859	1,232	16	47,107	58.1
Total	**71,934**	**9,000**	**203**	**81,137**	**100**

TAIS records up to three events in order of sequence for each vehicle involved in a collision.
Tables 4.9 and 4.10 summarize the 64,649 events that were recorded in 49,523 collisions. It should also be noted that these figures represent the total number of occurrences of that event.

Driver Factors

Contents:

			Page
Figure	5.1	Drivers in Collisions and Relative Risk by Driver Age	31
	5.2	Convictions and Collisions by Age Group	40
Table	5.1	Licensed Drivers and Drivers in Collisions by Driver Age	31
	5.2	Licensed Drivers by Age, Gender and Year	33
	5.3	Drivers in Collisions by Age, Gender and Year	34
	5.4	Drivers in Collisions by Age, Collision Severity and Year	34
	5.5	Number of Charges Resulting from Collisions by Severity of Collision	35
	5.6	Number of Occurrences of Human Action by Age	35
	5.7	Number of Charges Resulting from Collisions by Age	36
	5.8	Number of Occurrences of Human Condition by Age	36
	5.9	Number of Drivers Involved in Collisions by Licence Class and Age	37
	5.10	Number of Drivers Involved in Collisions by Year and Age	37
	5.11	Convictions – 2003 to 2008	38
	5.12	Criminal Code Convictions – 2003 to 2008	39
	5.13	Convictions, Licensed Drivers and Drivers in Collisions by Age Group	40

Driver Factors

Driver factors captured for collisions include the driver's age and gender, traffic charges laid, human action contributing to the collision and the driver's licence class. The information gathered for drivers shows several indicators that help predict an individual's likelihood of causing a collision. These indicators are used to identify characteristics of those drivers who are more likely to cause collisions, and to address the behaviours that increase their risk of collision.

Driver Improvement Program

SGI's Driver Improvement Program monitors the driving records of all Saskatchewan drivers and intervenes when an individual's record warrants it. The purpose of the program is to encourage drivers that are incurring convictions, or are involved in at-fault collisions, to develop and maintain safe driving habits. SGI uses a demerit system for tracking driver performance.

SGI sends warning letters advising drivers of their deteriorating driving records. Drivers who, in spite of a warning, incur additional convictions or at-fault collisions are required to attend a Traffic Safety Workshop or an interview with an SGI driver examiner. Further convictions or at-fault collisions may result in the driver being required to a take a road test, a defensive driving course or Driver Improvement Training. Subsequent convictions or at-fault collisions may result in licence restrictions or suspensions.

Graduated Driver's Licensing Program

The Graduated Driver's Licensing program was implemented in September 2005. It was designed to improve road safety by exposing new drivers to incremental levels of risk as they gain more experience in the driving environment.

There are three stages in the program: a nine-month Learner stage, a six-month Novice 1 stage and a 12-month Novice 2 stage. Program restrictions relax as drivers advance through these stages. Drivers in the Novice 2 stage must remain free of at-fault collisions, traffic convictions and suspensions in order to graduate to a full licence.

Saskatchewan has a zero alcohol tolerance level for new drivers.

An evaluation on the initial effects of the program was undertaken during the first cycle of the program. Results indicate that GDL drivers of all ages had an 18 per cent reduction in at-fault crash risk. Program restrictions also appear to have a positive effect in reducing at-fault collisions specifically among young drivers. Particularly, nighttime crash risk was reduced by 52 per cent after the implementation of the program.

Licensed Drivers and Drivers in Collisions by Driver Age

Table 5.1

	Licensed Drivers			Drivers In 2008 Collisions								Rates	
Age	Male	Female	Total	Male	Female	Not Stated	Total	Property Damage	Personal Injury	Fatal	Total	Collision *Rates	Relative **Risk
<16	4012	3,827	7,839	98	90	7	195	145	48	2	195	24.88	0.24
16	4693	4,450	9,143	1,254	862	4	2,120	1,813	301	6	2,120	231.87	2.27
17	5846	5,600	11,446	1,355	986	3	2,344	2,028	312	4	2,344	204.79	2.00
18	6128	5,651	11,779	1,484	937	3	2,424	2,101	319	4	2,424	205.79	2.01
19	6538	6,118	12,656	1,383	918	4	2,305	1,971	326	8	2,305	182.13	1.78
20	6501	6,262	12,763	1,272	772	6	2,050	1,803	237	10	2,050	160.62	1.57
21	6283	6,062	12,345	1,179	705	4	1,888	1,636	248	4	1,888	152.94	1.50
22	6403	6,146	12,549	1,177	667	2	1,846	1,607	232	7	1,846	147.10	1.44
23	6319	6,020	12,339	1,102	677	7	1,786	1,551	231	4	1,786	144.74	1.42
24	6530	6,232	12,762	967	671	4	1,642	1,418	223	1	1,642	128.66	1.26
25	6319	6,125	12,444	974	599	1	1,574	1,386	184	4	1,574	126.49	1.24
26	6238	6,200	12,438	883	589	2	1,474	1,272	199	3	1,474	118.51	1.16
27	6096	6,025	12,121	888	500	4	1,392	1,235	155	2	1,392	114.84	1.12
28	6041	5,659	11,700	840	493	4	1,337	1,151	180	6	1,337	114.27	1.12
29	5834	5,467	11,301	773	457	2	1,232	1,078	144	10	1,232	109.02	1.07
30	5881	5,671	11,552	730	412	8	1,150	996	152	2	1,150	99.55	0.97
31	5579	5,414	10,993	777	472	1	1,250	1,109	137	4	1,250	113.71	1.11
32	5556	5,455	11,011	688	435	5	1,128	1,004	122	2	1,128	102.44	1.00
33	5511	5,378	10,889	726	455	3	1,184	1,025	155	4	1,184	108.73	1.06
34	5423	5,280	10,703	637	372	2	1,011	894	114	3	1,011	94.46	0.92
35	5372	5,214	10,586	633	391	4	1,028	901	124	3	1,028	97.11	0.95
36	5239	5,323	10,562	617	408	2	1,027	897	127	3	1,027	97.24	0.95
37	5367	5,071	10,438	579	418	0	997	871	118	8	997	95.52	0.93
38	5418	5,365	10,783	575	432	3	1,010	892	114	4	1,010	93.67	0.92
39	5308	5,228	10,536	631	414	2	1,047	900	144	3	1,047	99.37	0.97
40	5378	5,342	10,720	622	391	3	1,016	885	128	3	1,016	94.78	0.93
41	5457	5,322	10,779	661	401	0	1,062	921	141	0	1,062	98.52	0.96
42	5462	5,417	10,879	669	421	2	1,092	953	136	3	1,092	100.38	0.98
43	5835	5,725	11,560	712	446	5	1,163	1,007	156	0	1,163	100.61	0.98
44	6376	6,202	12,578	708	480	1	1,189	1,048	138	3	1,189	94.53	0.92
45	6681	6,883	13,564	790	519	2	1,311	1,159	148	4	1,311	96.65	0.95
46	7300	7,073	14,373	712	467	3	1,182	1,038	143	1	1,182	82.24	0.80
47	7044	7,139	14,183	748	431	4	1,183	1,038	145	0	1,183	83.41	0.82
48	7348	7,062	14,410	730	471	1	1,202	1,065	136	1	1,202	83.41	0.82
49	7390	7,107	14,497	735	454	4	1,193	1,039	148	6	1,193	82.29	0.81
50	7382	7,212	14,594	713	401	0	1,114	993	118	3	1,114	76.33	0.75
51	7143	6,859	14,002	732	369	2	1,103	989	113	1	1,103	78.77	0.77
52	7317	7,132	14,449	674	370	7	1,051	912	138	1	1,051	72.74	0.71
53	7098	6,747	13,845	629	366	0	995	868	123	4	995	71.87	0.70
54	7343	6,871	14,214	607	354	4	965	851	113	1	965	67.89	0.66
55	7041	6,709	13,750	605	345	2	952	833	116	3	952	69.24	0.68
56	6609	6,186	12,795	576	318	1	895	787	104	4	895	69.95	0.68
57	6203	5,731	11,934	457	258	2	717	621	94	2	717	60.08	0.59
58	5921	5,531	11,452	480	212	3	695	619	75	1	695	60.69	0.59
59	5684	5,332	11,016	496	249	2	747	650	95	2	747	67.81	0.66
60	5604	5,297	10,901	451	224	0	675	605	70	0	675	61.92	0.61
61	5310	5,016	10,326	439	188	0	627	554	71	2	627	60.72	0.59
62	5473	5,056	10,529	376	200	2	578	522	53	3	578	54.90	0.54

Driver Factors – SECTION 5

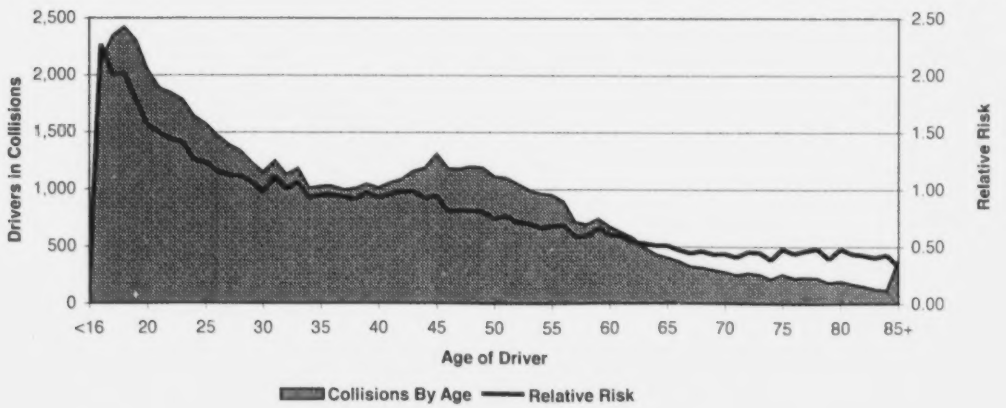
	Licensed Drivers			Drivers In 2008 Collisions								Rates	
Age	Male	Female	Total	Male	Female	Not Stated	Total	Property Damage	Personal Injury	Fatal	Total	Collision *Rates	Relative **Risk
63	4643	4,452	9,095	339	154	0	493	429	60	4	493	54.21	0.53
64	4333	3,904	8,237	298	132	1	431	376	53	2	431	52.32	0.51
65	3,980	3,780	7,760	255	149	1	405	356	48	1	405	52.19	0.51
66	3,976	3,797	7,773	240	135	0	375	317	55	3	375	48.24	0.47
67	3,752	3,480	7,232	213	114	2	329	296	32	1	329	45.49	0.45
68	3,453	3,307	6,760	230	89	1	320	289	30	1	320	47.34	0.46
69	3,488	3,231	6,719	202	96	0	298	272	25	1	298	44.35	0.43
70	3,235	3,014	6,249	185	96	0	281	241	38	2	281	44.97	0.44
71	3,065	3,032	6,097	167	88	0	255	229	26	0	255	41.82	0.41
72	2,959	2,872	5,831	197	74	0	271	242	28	1	271	46.48	0.45
73	2,890	2,727	5,617	168	90	0	258	218	38	2	258	45.93	0.45
74	2,870	2,702	5,572	149	70	0	219	193	25	1	219	39.30	0.38
75	2,698	2,566	5,264	172	86	0	258	221	37	0	258	49.01	0.48
76	2,602	2,478	5,080	163	65	1	229	211	18	0	229	45.08	0.44
77	2,536	2,374	4,910	156	78	0	234	208	25	1	234	47.66	0.47
78	2,395	2,238	4,633	146	83	0	229	194	35	0	229	49.43	0.48
79	2,345	2,270	4,615	116	69	0	185	166	18	1	185	40.09	0.39
80	2,138	1,933	4,071	135	65	0	200	171	29	0	200	49.13	0.48
81	1,978	1,917	3,895	114	60	0	174	155	18	1	174	44.67	0.44
82	1,876	1,707	3,583	106	49	1	156	137	19	0	156	43.54	0.43
83	1,596	1,519	3,115	87	41	1	129	115	14	0	129	41.41	0.41
84	1,469	1,335	2,804	87	36	0	123	114	8	1	123	43.87	0.43
85+	6,170	5,213	11,383	270	112	0	382	325	53	4	382	33.56	0.33
NS	0	0	0	254	88	6,992	7,334	7,049	283	2	7,334		
Total	**363,281**	**348,042**	**711,323**	**40,993**	**24,586**	**7,137**	**72,716**	**64,165**	**8,363**	**188**	**72,716**	**102.23**	

*The collision rate is the number of drivers in collisions divided by the number of licensed drivers in that age group multiplied by 1,000. eg: the 16 year age group - (2,150/11,282) x 1,000 = 190.57

**The relative risk of being involved in a collision is calculated by dividing the total collision rate for each age group by the average rate for all drivers. eg: for the 16 year age group - 190.57/101.27 = 1.88

Drivers in Collisions and Relative Risk by Driver Age

Figure 5.1



Licensed Drivers by Age, Gender and Year

Table 5.2

	2006			2007			2008		
Age	Male	Female	Total	Male	Female	Total	Male	Female	Total
<16	4,136	3,983	8,119	3,955	3,867	7,822	4,012	3,827	7,839
16	6,126	5,719	11,845	5,800	5,482	11,282	4,693	4,450	9,143
17	6,421	6,155	12,576	6,325	5,934	12,259	5,846	5,600	11,446
18	6,390	6,057	12,447	6,550	6,251	12,801	6,128	5,651	11,779
19	6,214	6,053	12,267	6,289	6,079	12,368	6,538	6,118	12,656
20	6,303	6,037	12,340	6,186	6,043	12,229	6,501	6,262	12,763
21	6,431	6,200	12,631	6,275	6,058	12,333	6,283	6,062	12,345
22	6,223	6,074	12,297	6,493	6,149	12,642	6,403	6,146	12,549
23	6,026	6,005	12,031	6,191	5,968	12,159	6,319	6,020	12,339
24	5,883	5,860	11,743	6,075	6,033	12,108	6,530	6,232	12,762
25 - 34	52,500	51,550	104,050	54,635	53,733	108,368	58,478	56,674	115,152
35 - 44	56,708	57,638	114,346	56,164	56,451	112,615	55,212	54,209	109,421
45 - 54	69,764	67,259	137,023	70,875	68,933	139,808	72,046	70,085	142,131
55 - 64	48,847	45,933	94,780	51,422	48,303	99,725	56,821	53,214	110,035
65 - 74	31,277	29,568	60,845	31,657	30,246	61,903	33,668	31,942	65,610
75 >	24,993	22,400	47,393	25,398	23,021	48,419	27,803	25,550	53,353
Total	**344,242**	**332,491**	**676,733**	**350,290**	**338,551**	**688,841**	**363,281**	**348,042**	**711,323**

Drivers In Collisions by Age, Gender and Year

Table 5.3

	2006				2007				2008			
Age	Male	Female	Not Stated	Total	Male	Female	Not Stated	Total	Male	Female	Not Stated	Total
<16	94	69	0	163	85	70	0	155	98	90	7	195
16	1,179	821	0	2,000	1,232	917	1	2,150	1,254	862	4	2,120
17	1,287	944	1	2,232	1,428	923	0	2,351	1,355	986	3	2,344
18	1,367	835	2	2,204	1,449	957	0	2,406	1,484	937	3	2,424
19	1,291	817	0	2,108	1,390	781	2	2,173	1,383	918	4	2,305
20	1,219	702	1	1,922	1,266	744	1	2,011	1,272	772	6	2,050
21	1,172	662	0	1,834	1,170	715	0	1,885	1,179	705	4	1,888
22	1,054	605	2	1,661	1,130	733	2	1,865	1,177	667	2	1,846
23	919	552	1	1,472	1,036	621	1	1,658	1,102	677	7	1,786
24	864	539	0	1,403	975	619	1	1,595	967	671	4	1,642
25 - 34	6,739	4,007	1	10,747	7,295	4,482	14	11,791	7,916	4,784	32	12,732
35 - 44	6,046	4,016	6	10,068	6,457	4,324	9	10,790	6,407	4,202	22	10,631
45 - 54	6,424	3,706	4	10,134	7,036	4,057	6	11,099	7,070	4,202	27	11,299
55 - 64	3,951	1909	1	5,861	4,308	2117	2	6,427	4,517	2280	13	6,810
65 - 74	2,081	900	2	2,983	2,071	976	2	3,049	2,006	1001	4	3,011
75 >	1,479	700	0	2,179	1,563	750	2	2,315	1,552	744	3	2,299
NS *	228	81	4,471	4,780	211	72	5,754	6,037	254	88	6,992	7,334
Total	37,394	21,865	4,492	63,751	40,102	23,858	5,797	69,757	40,993	24,586	7,137	72,716

Drivers In Collisions by Age, Collision Severity and Year

Table 5.4

	2006				2007				2008			
Age	Property Damage	Personal Injury	Fatal	Total	Property Damage	Personal Injury	Fatal	Total	Property Damage	Personal Injury	Fatal	Total
<16	124	39	1	164	123	29	3	155	145	48	2	195
16	1,668	330	5	2,003	1,880	267	3	2,150	1,813	301	6	2,120
17	1,914	315	4	2,233	1,995	350	6	2,351	2,028	312	4	2,344
18	1,854	343	7	2,204	2,061	339	6	2,406	2,101	319	4	2,424
19	1,794	309	10	2,113	1,859	307	7	2,173	1,971	326	8	2,305
20	1,642	270	8	1,920	1,711	294	6	2,011	1,803	237	10	2,050
21	1,574	254	8	1,836	1,643	240	2	1,885	1,636	248	4	1,888
22	1,418	235	3	1,656	1,621	239	5	1,865	1,607	232	7	1,846
23	1,269	196	2	1,467	1,449	206	3	1,658	1,551	231	4	1,786
24	1,223	176	4	1,403	1,405	187	3	1,595	1,418	223	1	1,642
25 - 34	9,253	1,471	31	10,755	10,262	1,499	30	11,791	11,150	1,542	40	12,732
35 - 44	8,720	1,311	34	10,065	9,381	1,374	35	10,790	9,275	1,326	30	10,631
45 - 54	8,787	1,316	30	10,133	9,757	1,316	26	11,099	9,952	1,325	22	11,299
55 - 64	5,153	687	20	5,860	5,662	740	25	6,427	5,997	791	23	6,811
65 - 74	2,583	395	9	2,987	2,703	336	10	3,049	2,652	345	13	3,010
75 >	1,882	286	15	2,183	2,023	279	13	2,315	2,017	274	8	2,299
NS *	4,528	248	2	4,778	5,782	251	4	6,037	7,049	283	2	7,334
Total	55,386	8,181	193	63,760	61,317	8,253	187	69,757	64,165	8,363	188	72,716

* Driver age not stated.

Number of Charges Resulting from Collisions by Severity of Collision

Table 5.5

Charges Laid	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Unregistered Vehicle	110	78	1	189	2.6
Disobey Stop Sign	214	130	0	344	4.8
Fail to Signal	5	2	0	7	0.1
Speed Too Fast for Conditions	343	112	0	455	6.3
Driving Without Due Care	656	395	2	1,053	14.6
Following Too Close	290	128	0	418	5.8
Passing on Right	10	5	0	15	0.2
Improper Lane Change	107	14	0	121	1.7
Improper Turn	124	52	0	176	2.4
Fail to Yield Right of Way	730	397	3	1,130	15.6
Passing When Unsafe	15	3	0	18	0.2
Driving Left of Centre	16	8	0	24	0.3
Driving Wrong Way on a One Way Street	2	0	0	2	0.0
Fail to Yield to Pedestrian	4	33	0	37	0.5
Fail to Report	249	54	0	303	4.2
Disobey Traffic Signal	226	118	0	344	4.8
Improper Parking on Highway or Street	1	0	0	1	0.0
Inadequate Brakes	6	1	0	7	0.1
Lights, Tires, Windshield or Bumper Height *	5	3	0	8	0.1
Dangerous Driving	47	37	2	86	1.2
Driving While Disqualified	115	70	1	186	2.6
Criminal Negligence	2	3	1	6	0.1
Fail to Remain at Scene	145	31	4	180	2.5
Impaired Driving/Refuse Testing	392	230	13	635	8.8
Unsafe Backing	65	10	0	75	1.0
No Driver's Licence	317	151	3	471	6.5
Operator or Passenger Not Using Seatbelt	6	20	0	26	0.4
Speeding Past Highway Worker	0	0	0	0	0.0
Stunting	14	7	0	21	0.3
24-Hour Suspension	114	42	1	157	2.2
Other Offence	494	243	3	740	10.2
Total	**4,824**	**2,377**	**34**	**7,235**	**100**

* Defective or unauthorized

Number of Occurrences of Human Action by Age

Table 5.6

Human Action	<16	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65+	Not Stated	Total	%
Fail to Yield Right of Way	20	156	162	158	144	104	370	583	409	425	309	515	130	3,485	19.5
Control Device Disregarded	8	44	38	45	51	40	117	215	129	146	97	147	57	1,134	6.3
Following Too Close	2	112	112	114	96	95	294	403	333	295	186	105	95	2,242	12.5
Too Fast for Road Conditions	26	159	165	140	129	111	371	498	308	244	136	73	121	2,481	13.8
Exceeding Speed Limit	8	45	27	36	29	27	54	66	29	21	8	4	32	386	2.2
Turning Improperly	5	43	45	40	46	42	123	149	128	133	102	124	62	1,042	5.8
Passing or Improper Lane Use	3	52	58	60	52	46	171	222	174	178	128	179	88	1,411	7.9
Backing Unsafe	7	74	62	56	43	51	159	364	340	371	258	293	159	2,237	12.5
Fail to Signal	0	3	0	2	3	0	4	2	8	4	3	5	4	38	0.2
Driving Wrong Way on a One Way	2	0	2	1	2	0	2	7	4	2	5	2	4	33	0.2
Taking Evasive Action	8	98	97	95	105	77	244	387	280	259	130	79	28	1,887	10.5
Careless Driving/Stunting	25	50	44	46	45	37	110	115	57	44	16	18	124	731	4.1
Pedestrian Action Contributed	31	2	4	1	3	3	6	12	8	6	4	6	8	94	0.5
Other Human Action	17	22	25	39	23	28	8	128	87	94	62	57	123	713	4.0
Total	**162**	**860**	**841**	**833**	**771**	**661**	**2,033**	**3,151**	**2,294**	**2,222**	**1,444**	**1,607**	**1,035**	**17,914**	
Per cent	**0.9**	**4.8**	**4.7**	**4.6**	**4.3**	**3.7**	**11.3**	**17.6**	**12.8**	**12.4**	**8.1**	**9.0**	**5.8**		**100**

Number of Charges Resulting from Collisions by Age

Table 5.7

Charges Laid	<16	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65+	Not Stated	Total	%
Unregistered Vehicle	7	3	9	14	5	8	25	40	29	26	12	6	5	189	2.6
Disobey Stop Sign	0	15	13	17	21	16	32	60	45	44	29	52	0	344	4.8
Fail to Signal	0	1	0	0	3	0	2	0	0	1	0	0	0	7	0.1
Speed Too Fast for Conditions	4	47	37	38	38	23	71	83	45	36	21	11	1	455	6.3
Driving Without Due Care	10	82	75	71	64	50	147	196	105	105	65	74	9	1,053	14.6
Following Too Close	1	38	26	33	17	23	60	71	52	45	33	18	1	418	5.8
Passing on Right	0	0	0	1	2	1	2	4	2	2	1	0	0	15	0.2
Improper Lane Change	0	9	4	4	7	6	14	20	14	19	9	14	1	121	1.7
Improper Turn	0	4	7	6	14	9	20	30	15	23	21	26	1	176	2.4
Fail to Yield Right of Way	3	66	53	57	44	35	143	174	137	129	104	182	3	1130	15.6
Passing When Unsafe	0	0	0	1	0	1	2	2	4	4	2	2	0	18	0.2
Driving Left of Centre	0	2	1	1	0	0	3	5	2	2	2	6	0	24	0.3
Wrong Way on a One Way	0	0	0	0	0	0	0	0	1	0	1	0	0	2	0.0
Fail to Yield to Pedestrian	0	1	0	2	1	3	3	7	3	9	5	3	0	37	0.5
Fail to Report	5	12	22	19	26	16	56	72	32	18	15	6	4	303	4.2
Disobey Traffic Signal	1	10	14	10	17	20	42	66	42	44	31	47	0	344	4.8
Improper Parking	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0.0
Inadequate Brakes	0	0	0	1	1	0	1	0	1	3	0	0	0	7	0.1
Lights, Tires, Windshield, Bumper*	0	0	2	1	0	0	1	1	1	1	0	1	0	8	0.1
Dangerous Driving	2	3	4	4	8	4	16	17	15	5	6	0	2	86	1.2
Driving While Disqualified	0	2	0	8	5	8	34	62	35	19	8	3	2	186	2.6
Criminal Negligence	1	0	1	0	0	0	2	2	0	0	0	0	0	6	0.1
Fail to Remain at Scene	5	6	8	14	10	11	29	40	24	13	9	5	6	180	2.5
Impaired Driving/Refuse Testing	4	13	17	32	42	37	105	182	101	60	29	10	3	635	8.8
Unsafe Backing	2	5	6	4	2	1	7	11	10	9	9	8	1	75	1.0
No Driver's Licence	33	17	25	30	22	28	83	103	59	42	8	15	6	471	6.5
Not Using Seatbelt	1	1	0	5	4	0	6	4	1	2	1	1	0	26	0.4
Stunting	0	1	3	2	1	3	9	1	1	0	0	0	0	21	0.3
24-Hour Suspension	1	1	8	12	9	14	32	35	19	17	8	1	0	157	2.2
Other Offence	25	69	55	43	49	23	98	135	85	57	40	49	12	740	10.2
Total	**105**	**408**	**390**	**430**	**412**	**340**	**1,045**	**1,423**	**880**	**735**	**469**	**541**	**57**	**7,235**	**100**

* Defective or unauthorized

Number of Occurrences of Human Condition by Age

Table 5.8

Human Condition	<16	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65+	Not Stated	Total	%
Inattentive	51	613	628	636	534	493	1,614	2499	1,870	1,866	1,195	1,397	1,121	14,517	70.7
Distracted	12	74	72	94	86	52	205	241	173	156	94	114	94	1,467	7.1
Had Been Drinking	16	21	40	51	55	53	169	229	100	96	29	9	67	935	4.6
Impaired	7	16	33	48	65	59	169	292	160	100	39	17	55	1,060	5.2
Extreme Fatigue	0	3	6	5	6	7	15	15	9	7	5	4	2	84	0.4
Fell Asleep	0	8	15	20	21	15	32	44	18	18	14	16	2	223	1.1
Driver Inexperience/Confusion	76	352	207	146	89	61	131	128	95	68	36	64	33	1,486	7.2
Lost Consciousness/Illness	0	2	2	1	0	0	1	7	9	11	11	15	0	59	0.3
Physical/Medical Disability	0	0	0	1	3	2	1	6	15	9	13	18	3	71	0.3
Drugs (Prescription or Illegal)	1	2	4	3	5	4	10	12	14	5	2	2	2	66	0.3
Defective Eyesight/Hearing	0	1	1	1	0	0	0	2	0	1	1	18	0	25	0.1
Other Human Conditions	6	11	28	21	21	17	55	88	63	64	35	66	70	545	2.7
Total	**169**	**1,103**	**1,036**	**1,027**	**885**	**763**	**2,402**	**3,563**	**2,526**	**2,401**	**1,474**	**1,740**	**1449**	**20,538**	
Per cent	0.8	5.4	5.0	5.0	4.3	3.7	11.7	17.3	12.3	11.7	7.2	8.5	7.1		100

Number of Drivers Involved in Collisions by Licence Class and Age

Table 5.9

Age Group	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Not Stated	Total
Under 16	0	4	0	1	14	0	107	69	195
16	0	0	0	0	1,901	0	160	59	2,120
17	2	1	0	0	2,211	0	68	62	2,344
18	16	0	1	1	2,247	0	54	105	2,424
19	42	0	2	4	2086	0	47	124	2,305
20	62	0	4	6	1813	0	46	119	2,050
21-24	411	6	33	75	5,986	0	143	508	7,162
25-34	1,201	38	85	204	10,123	0	182	899	12,732
35-44	1,407	69	82	235	8,059	0	99	680	10,631
45-54	1,699	107	122	248	8,508	0	44	571	11,299
55-64	884	96	98	165	5,202	0	12	353	6,810
65 and Over	211	25	32	31	4,806	0	6	199	5,310
Not Stated	3	0	0	1	7	0	0	7,323	7,334
Drivers In Collisions	**5,938**	**346**	**459**	**971**	**52,963**	**0**	**968**	**11,071**	**72,716**
Total Licensed Drivers	**52,012**	**2,611**	**4,813**	**6,855**	**609,159**	**12**	**29,132**	**6,729**	**711,323**
Relative Risk *	**1.12**	**1.30**	**0.93**	**1.39**	**0.85**	**0.00**	**0.33**	**N/A**	**1.00**

* Relative Risk = (% of Total Collisions in Class)/(% of Total Licence Holders in Class)

Licence Class

Class 1 - Operators of power units and truck tractors that have a trailer where the gross weight of the towed unit(s) exceeds 4,600 kg.

Class 2 - Operators of buses having a seating capacity in excess of 24 passengers.

Class 3 - Operators of trucks with more than two axles that have a trailer(s) in tow, where the gross weight of the towed unit does not exceed 4,600 kg.

Class 4 - Operators of taxis, ambulances, law enforcement vehicles and buses having a seating capacity of 24 or fewer passengers.

Class 5 - Operators of cars, vans, two-axle trucks, two-axle vehicles having a trailer(s) in tow where the gross weight of the the unit(s) does not exceed 4,600 kg, buses when not transporting passengers, three-axle motorhomes, taxis and ambulances when not used for hire.

Class 6 - Operators of motorcycles.

Class 7 - Class 5 operators, operating as a learner.

Number of Drivers Involved in Collisions by Year and Age

Table 5.10

Age Group	1999	2000	2001	2002**	2003	2004	2005	2006	2007	2008
Under 16	205	185	175	202	191	178	186	163	155	195
16	1,928	2,028	1,963	2,283	2,313	2,262	2,186	2,000	2,150	2,120
17	1,861	1,993	1,949	2,361	2,342	2,159	2,118	2,232	2,351	2,344
18	1,814	1,877	1,779	2,151	2,381	2,208	2,220	2,204	2,406	2,424
19	1,679	1,776	1,515	1,866	2,098	2,223	2,125	2,108	2,173	2,305
20	1,433	1,513	1,398	1,696	1,853	1,948	1,900	1,922	2,011	2,050
21-24	4,344	4,582	4,173	5,079	6,028	6,113	6,410	6,370	7,003	7,162
25-34	7,121	7,336	6,973	8,236	9,418	10,171	10,262	10,747	11,791	12,732
35-44	7,687	7,996	7,387	8,793	10,140	10,295	10,161	10,068	10,790	10,631
45-54	5,119	5,736	5,741	7,291	8,784	9,319	9,874	10,134	11,099	11,299
55-64	2,850	2,998	2,974	3,872	4,759	5,184	5,496	5,861	6,427	6,811
65 and Over	3,562	3,845	3,693	4,256	5,001	4,891	4,878	5,162	5,364	5,309
Not Stated	2,626	2,628	2,432	3,303	4,175	3,977	4,156	4,780	6,037	7,334
Drivers In Collisions	**42,229**	**44,493**	**42,152**	**51,389**	**59,483**	**60,928**	**61,972**	**63,751**	**69,757**	**72,716**

**** Property damage only collisions in 2002 increased due to a change in reporting procedures.**

Driver Factors - Section 5

Convictions — 2003 to 2008

Table 5.11

OFFENCE	2003	2004	2005	2006	2007	2008	Avg/yr
Exceed Speed Limit	64,586	62,055	56,143	48,773	53,695	56,970	57,037
Operator Fail to Wear Seatbelt	11,219	8,741	8,402	8,301	8,193	8,446	8,884
Stop Sign	5,849	5,362	5,510	5,172	5,503	6,544	5,657
No Licence/Inappropriate Licence	4,571	5,042	4,801	4,614	4,713	5,969	4,952
Operating Unregistered Vehicle	3,117	3,357	3,435	3,404	3,477	3,724	3,419
Disobey Red Light (Camera)	2,135	2,150	2,373	3,020	4,110	6,355	3,357
Without Due Care/Reasonable Consideration	1,877	1,982	1,849	1,833	1,874	1,889	1,884
Red Light	2,162	2,102	2,260	1,369	1,356	1,966	1,869
Drive While Unauthorized	1,116	1,281	1,332	1,411	1,495	1,485	1,353
Inadequate/Improper Equipment	838	773	854	690	892	1,199	874
Stunting	843	780	745	718	726	775	765
U-Turn at Traffic Lights	593	620	783	520	607	741	644
Drive Vehicle While Passenger Unrestrained	621	507	512	536	638	778	599
Driving Contrary to Sign Direction	554	949	754	406	358	508	588
Too Fast For Conditions	579	585	530	565	568	659	581
Fail to Report Accident	579	560	545	448	460	774	561
Left Turn Across Traffic	510	514	458	441	664	724	552
Fail to Maintain Sufficient Interval	537	465	501	487	477	538	501
Disobey Traffic Control Device	436	494	508	568	550	431	498
Fail to Obey Restricted Licence	200	212	273	475	819	983	494
Fail to Display Plate/Stickers/Permit	1,217	741	239	205	180	159	457
Fail to Yield	402	418	455	485	484	490	456
Amber Light	582	557	420	242	309	311	404
Exceed 60 km/h	381	427	359	257	308	194	321
Unauthorized Use of Plate/Registration	196	217	255	284	315	405	279
Illegal U-Turn	267	297	266	264	253	133	247
Fail to Produce Licence/Registration	175	191	281	253	279	261	240
Improper Turn	258	245	232	215	212	152	219
Fail to Exercise Care In Backing Up A Vehicle	202	241	240	148	191	226	208
Driving Left of Centre	235	203	204	141	145	171	183
Insufficient or No Signal	172	186	193	151	159	231	182
Exceed 60Km/Hr Passing Highway Worker	81	206	91	253	220	191	174
Failing to Yield to Vehicle on Right	182	178	142	148	175	209	172
Excessive Noise	192	168	151	128	121	127	148
Fail to Yield to Pedestrian	145	131	135	125	135	159	138
Straddling Lanes	127	131	127	90	131	169	129
Inadequate Brakes	76	113	110	157	169	81	118
Passing When Unsafe	118	124	101	104	104	76	105
Headlamps Not Illuminated	121	108	114	61	47	131	97
Flashing Red Light or Proceed Before Safe	172	107	114	47	59	65	94
Passing on The Right	85	78	86	85	102	110	91
Cross Solid Lines	96	114	67	68	66	87	83
Disobey School Bus Signal	80	92	80	46	61	63	70
Improperly Equipped M/C Operator	44	67	62	32	81	96	64
Driving While on 24 Hour Suspension	60	68	48	59	60	48	57
Contest of Speed	16	24	15	70	102	116	57
Improper Lane Use	76	55	80	64	30	6	52
Obscured Vision	57	50	44	24	34	65	46
Fail to Stop Leaving Lane or Alley	43	43	26	33	40	51	39
Driving on Wrong Side of Divided Highway	36	33	44	13	41	47	36
Deface or Alter Licence/Registration/Plate	43	45	23	28	45	29	36
Allow Rider on Exterior of Vehicle	34	25	59	25	32	28	34
Cutting In	21	27	23	18	42	49	30
Disobey Emergency Vehicle Sign	22	23	32	18	29	50	29
False Statement/Fail to Furnish Information	2	5	15	8	52	86	28
Fail to Yield on Green Arrow	30	29	27	26	20	7	23
Improper Stopping on Highway or Street	32	18	26	25	18	20	23
Drive Over Median	28	21	28	12	23	23	23
Improperly Equipped M/C	20	26	21	28	25	12	22
Unlit Lamps or Obstruction	17	25	38	36	6	7	22
Fail to Dim	37	17	14	8	14	26	19
Glass or Other Litter on Highway	14	14	22	11	13	20	16
Overcrowded Steering Compartment	12	15	13	9	9	7	11

Convictions — 2003 to 2008

Table 5.11

OFFENCE	2003	2004	2005	2006	2007	2008	Avg/yr
Fail to Obey Flag Person Directions	10	13	10	3	10	14	10
Licence Plate Obstructed	0	0	1	7	21	25	9
Enter or Leave Controlled Access Unlawfully	3	15	10	2	4	15	8
Driver Permitting Illegal Towing	12	14	10	6	3	3	8
Impede Traffic	5	8	5	11	9	7	8
Speeding Up on Being Overtaken	3	7	8	3	10	7	6
Insecure Load	12	5	5	8	3	4	6
Produce Other Person's Licence	4	6	2	3	7	7	5
Disobey Traffic Light Not At Intersection	2	4	5	3	5	8	5
Radar Detector In NSC Vehicle	0	0	0	4	9	6	3
Two Licences	1	0	1	0	8	6	3
Crossing Highway	0	4	2	1	3	3	2
Proceed Contrary to Arrow	0	2	3	0	3	2	2
Racing	0	0	0	7	0	2	2
Improper Seating on Motorcycle	0	3	2	2	0	1	1
Allowing Other Person to Use Licence	0	0	2	0	4	1	1
Obstruct Intersection	0	1	0	1	4	1	1
Motorcycle In Same Lane As Another Vehicle	0	0	2	0	0	4	1
Use Amber Beacon	0	0	0	0	1	1	0
Total	**109,180**	**104,516**	**97,758**	**88,316**	**96,220**	**106,569**	100,427

Criminal Code Convictions — 2003 to 2008

Table 5.12

	2003	2004	2005	2006	2007	2008	Avg/yr
Over 80 Mg Alcohol In Blood	3026	2835	2534	2446	2699	2754	2,716
Drive While Disqualified (T.S.A.)	866	1000	1021	973	946	1051	976
Impaired Driving	829	752	715	744	688	890	770
Drive While Disqualified (C.C.)	685	610	614	559	525	575	595
Fail to Comply With A Demand	144	153	164	140	143	158	150
Dangerous Driving	126	143	126	126	138	157	136
Leave Scene of Accident	81	87	98	71	84	112	89
Flight	68	85	81	92	86	98	85
Impaired Driving Causing Bodily Harm	29	31	30	37	39	49	36
Dangerous Driving Causing Bodily Harm	9	9	10	26	21	29	17
Impaired Driving Causing Death	1	8	2	5	13	7	6
Dangerous Driving Causing Death	5	6	5	7	9	6	6
Criminal Negligence Causing Bodily Harm	0	0	1	4	1	4	2
Flight Causing Injury	0	0	0	0	0	1	0
Fail to Stop For Police officer (T.S.A.)	44	31	34	23	5	0	23
Total	**5913**	**5750**	**5435**	**5253**	**5397**	**5891**	5,607

Convictions, Licensed Drivers and Drivers in Collisions by Age

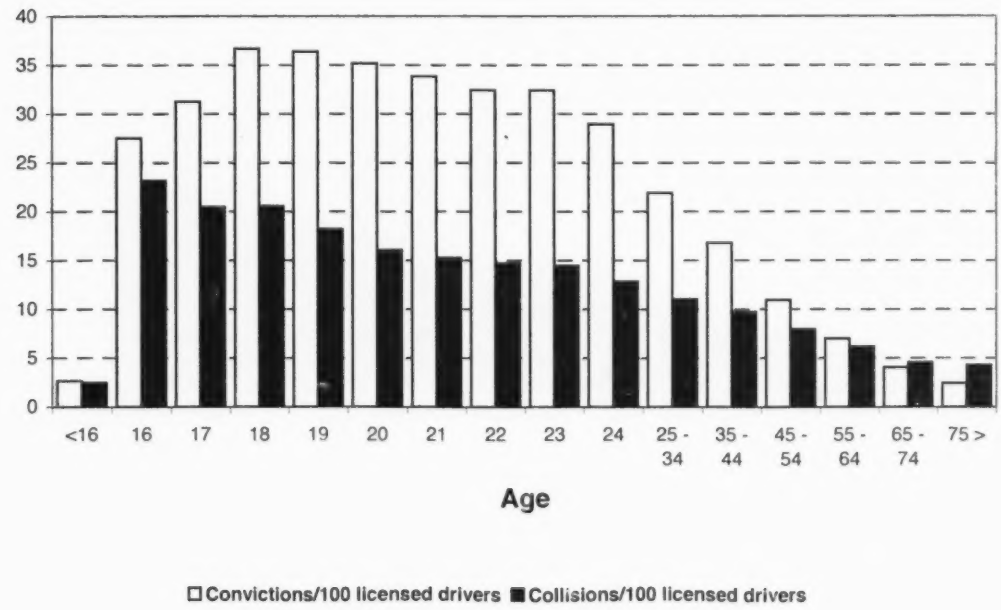
Table 5.13

Age	Convictions*	Licensed Drivers	Drivers in Collisions	Convictions/100 licensed drivers	Collisions/100 licensed drivers	Conviction Risk	Collision Risk
<16	209	7,839	195	2.67	2.49	0.18	0.24
16	2,519	9,143	2,120	27.55	23.19	1.84	2.27
17	3,580	11,446	2,344	31.28	20.48	2.09	2.00
18	4,322	11,779	2,424	36.69	20.58	2.45	2.01
19	4,606	12,656	2,305	36.39	18.21	2.43	1.78
20	4,489	12,763	2,050	35.17	16.06	2.35	1.57
21	4,181	12,345	1,888	33.87	15.29	2.26	1.50
22	4,074	12,549	1,846	32.46	14.71	2.17	1.44
23	4,002	12,339	1,786	32.43	14.47	2.16	1.42
24	3,697	12,762	1,642	28.97	12.87	1.93	1.26
25 - 34	25,233	115,152	12,732	21.91	11.06	1.46	1.08
35 - 44	18,393	109,421	10,631	16.81	9.72	1.12	0.95
45 - 54	15,560	142,131	11,299	10.95	7.95	0.73	0.78
55 - 64	7,709	110,035	6,810	7.01	6.19	0.47	0.61
65 - 74	2,683	65,610	3,011	4.09	4.59	0.27	0.45
75 >	1,312	53,353	2,299	2.46	4.31	0.16	0.42
Not Stated			7,334				
Total	**106,569**	**711,323**	**72,716**	**14.98**	**10.22**	**1.00**	**1.00**

* Does not include Criminal Code convictions

Convictions and Collisions by Age Group

Figure 5.2



Vehicle Factors

Contents:

			Page
Table	6.1	Number of Vehicles in Collisions by Vehicle Type and Severity	43
	6.2	Number of Vehicles in Collisions by Vehicle Type and Road System	43
	6.3	Number of Vehicles in Collisions by Vehicle Type and Type of Towed Trailer	44
	6.4	Number of Vehicles by Pre-Collision Vehicle Action and Severity	44
	6.5	Collisions Involving Dangerous Goods	45
	6.6	Truck Collisions by Year	45
	6.7	Trucks Involved in Collisions by Truck Type	45
	6.8	Motorcycle Collisions by Year	46
	6.9	Vehicle Registrations (Insured Year)	46

Vehicle Factors

There were 81,137 vehicles involved in the 51,698 collisions during 2008. This is an average of 1.56 vehicles per collision. This section provides details on the different types of vehicles involved in collisions.

- Passenger cars accounted for 47 per cent of vehicles in all collisions and 31 per cent of the vehicles in fatal collisions.
- Pickup trucks accounted for 21 per cent of vehicles in all collisions and 27 per cent of vehicles in fatal collisions.
- Large trucks represented three per cent of vehicles involved in all collisions and nine per cent of vehicles in a fatal collision during 2008. Research has shown that in 78 per cent of fatal crashes involving a large truck, the action taken by the driver of the other vehicle was the major factor contributing to the collision.
- There were 425 crashes involving a motorcycle in 2008. These incidents resulted in 203 injuries and five deaths.

Tables 6.6 to 6.8 show some historical data on truck and motorcycle collisions. Similar breakdowns for other vehicle types are available upon request.

Table 6.9 shows a breakdown of registrations by vehicle type. This information can be used when calculating risk exposure for different types of vehicles.

Number of Vehicles in Collisions by Vehicle Type and Severity

Table 6.1

Vehicle Type	Property Damage	Personal Injury	Fatal	Total	%
Automobile (passenger car)	33,381	4,427	63	37,871	46.7
Pickup Trucks	15,156	1,591	54	16,801	20.7
Panel Van/Mini Van/Sport Utility Vehicles (SUV)	14,466	1,812	41	16,319	20.1
Trucks > 4,500 kg	1,204	122	3	1,329	1.6
Semi-Trailer Power Unit	1,075	154	16	1,245	1.5
Transit Bus (Urban)	110	15	0	125	0.2
Inter-City Bus	28	0	0	28	0.0
School Bus - Standard Large Type	88	10	1	99	0.1
School Bus - Van Type	41	2	0	43	0.1
Other Bus - Unspecified/Private	45	2	0	47	0.1
Motorcycle	217	203	5	425	0.5
Moped/Powered Bicycle	9	5	0	14	0.0
Bicycle*	83	166	1	250	0.3
Ambulance/Police/Fire	32	13	0	45	0.1
Snowmobile *	34	13	2	49	0.1
Construction/Maintenance Equipment	69	7	0	76	0.1
Unregistered Farm Equipment	29	6	2	37	0.0
Off Highway Vehicle (3 or 4 Wheel ATVs) *	6	36	1	43	0.1
Motorhome	40	5	0	45	0.1
Other Vehicle	951	6	0	957	1.2
Not Stated	4,870	405	14	5,289	6.5
Total	**71,934**	**9,000**	**203**	**81,137**	**100**

Number of Vehicles in Collisions by Vehicle Type and Road System

Table 6.2

Vehicle Type	Urban Streets	Provincial Highways	Rural Roads	Other	Total	%
Automobile (passenger car)	29,499	5,679	1,815	878	37,871	46.7
Pickup Trucks	9,529	3,998	2,476	798	16,801	20.7
Panel Van/Mini Van/Sport Utility Vehicles (SUV)	11,758	2,956	1,089	516	16,319	20.1
Trucks > 4,500 kg	606	404	278	41	1,329	1.6
Semi-Trailer Power Unit	444	601	156	44	1,245	1.5
Transit Bus (Urban)	124	1	0	0	125	0.2
Inter-City Bus	25	3	0	0	28	0.0
School Bus - Standard Large Type	78	9	7	5	99	0.1
School Bus - Van Type	30	5	4	4	43	0.1
Other Bus - Unspecified/Private	40	4	3	0	47	0.1
Motorcycle	310	86	18	11	425	0.5
Moped/Powered Bicycle	13	1	0	0	14	0.0
Bicycle*	244	3	1	2	250	0.3
Ambulance/Police/Fire	31	11	1	2	45	0.1
Snowmobile *	22	6	8	13	49	0.1
Construction/Maintenance Equipment	46	10	13	7	76	0.1
Unregistered Farm Equipment	5	18	13	1	37	0.0
Off-Highway Vehicle (3 or 4 Wheel ATVs) *	5	6	15	17	43	0.1
Motorhome	29	13	0	3	45	0.1
Other Vehicle	875	62	6	14	957	1.2
Not Stated	5,018	135	35	101	5,289	6.5
Total	**58,731**	**14,011**	**5,938**	**2,457**	**81,137**	**100**

* TAIS records only traffic collisions on public roads. Therefore, many collisions involving snowmobiles and off-highway vehicles are not included in this number. Bicycle collisions are recorded only if there was contact with a motor vehicle on the roadway.

The standard passenger car, pickup truck, van and SUV are involved in 90 per cent of all collisions. Other special categories, such as all-terrain vehicles, large trucks and school buses, are of special interest to various groups and users.

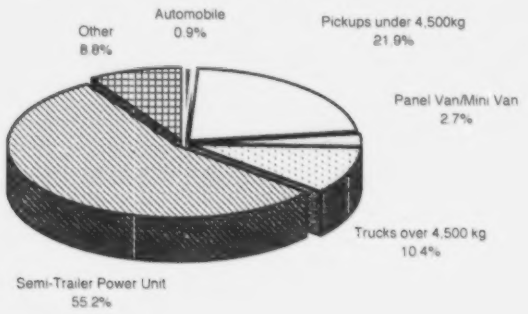
Number of Vehicles in Collisions by Vehicle Type and Type of Towed Trailer

Table 6.3

Vehicle Type	No Trailer	Recre-ation	Utility	Farm	Maint/ Const	Towed Vehicle	Single Semi	A * Train	C * Train	B * Train	Over Sized	Other	Total	%
Automobile (passenger car)	37,857	5	6	0	0	0	0	0	0	0	0	3	37,871	46.7
Pickup Trucks	16,465	61	89	17	17	10	1	0	0	3	0	138	16,801	20.7
Panel Van/Mini Van/SUV	16,277	11	20	0	0	0	0	0	0	0	0	11	16,319	20.1
Trucks > 4,500 kg	1,169	5	8	9	9	5	21	7	1	4	0	91	1,329	1.6
Semi-Trailer Power Unit	399	2	2	6	7	2	361	29	19	50	6	362	1,245	1.5
Bus - All Types	342	0	0	0	0	0	0	0	0	0	0	0	342	0.4
Const./Maintenance Equip.	73	1	0	0	0	0	0	0	0	0	0	2	76	0.1
Farm Equipment	15	0	0	14	0	0	3	0	0	0	0	5	37	0.0
Motorhome	39	2	0	0	0	0	2	0	0	0	0	2	45	0.1
Other Vehicle	6,968	18	15	4	3	1	15	0	0	1	0	47	7,072	8.7
Total	**79,604**	**105**	**140**	**50**	**36**	**18**	**403**	**36**	**20**	**58**	**6**	**661**	**81,137**	**100**

* An " A" train is a single hitch drawbar. A "B" train is connected by a fifth wheel. A "C" train is a double hitch drawbar.

% of Vehicles in Collisions Involving Trailers



Number of Vehicles in Collisions by Pre-Collision Vehicle Action and Severity

Table 6.4

Pre-Collision Action	Property Damage	Personal Injury	Fatal	Total	%
Going Straight Ahead	38,190	5,709	166	44,065	54.3
Turning Left	4,305	833	10	5,148	6.3
Turning Right	2,336	283	2	2,621	3.2
Making U-Turn	259	30	1	290	0.4
Changing Lanes	1,501	68	2	1,571	1.9
Merging	440	50	1	491	0.6
Reversing	3,508	71	0	3,579	4.4
Overtaking, Passing on Left or Right	290	76	2	368	0.5
Slowing or Stopping on the Roadway (decelerating)	3,517	487	0	4,004	4.9
Stopped in Traffic (incl. mechanical breakdown)	3,878	632	2	4,512	5.6
Starting in Traffic (accelerating)	399	89	1	489	0.6
Starting from Parked Position, Leaving Roadside	309	29	0	338	0.4
Entering Parked Position, Stopping On Roadside	290	15	0	305	0.4
Parked Legally	7,728	173	0	7,901	9.7
Parked Illegally	157	4	0	161	0.2
Other	338	32	2	372	0.5
Not Stated	4,489	419	14	4,922	6.1
Total	**71,934**	**9,000**	**203**	**81,137**	**100**

Collisions Involving Dangerous Goods

Table 6.5

Dangerous Goods Class	Spilled Yes	Spilled No	Total	% Spilled	% of Total
Class 1 Explosives	0	0	0	0.0	0.0
Class 2 Compressed Gases	0	0	0	0.0	0.0
Class 3 Flammable Liquids	5	4	9	55.6	52.9
Class 4 Flammable Solids	1	0	1	100.0	5.9
Class 5 Oxidizers & Organic Substances	0	0	0	0.0	0.0
Class 6 Poisonous & Infectious Substances	0	0	0	0.0	0.0
Class 7 Radioactive Materials	0	0	0	0.0	0.0
Class 8 Corrosive Substances	1	1	2	50.0	11.8
Class 9 Miscellaneous Substances	3	2	5	60.0	29.4
Total	**10**	**7**	**17**	**58.8**	**100**
% of Total	**58.8**	**41.2**	**100.0**		

Truck Collisions by Year

Table 6.6

Year	Total Number of Trucks Involved	Number of Truck Collisions: Property Damage Only	Personal Injury	Fatal	Total	Number Injured	Number Killed
1997	1,530	1,133	296	28	1,457	442	36
1998	1,354	1,111	330	24	1,465	452	37
1999	1,298	1,037	246	25	1,308	344	31
2000	1,461	958	267	22	1,247	388	32
2001	1,448	1,057	309	36	1,402	484	39
2002	1,903	1,073 *	286	31	1,390	402	33
2003	2,603 *	1,552	283	21	1,856	379	26
2004	2,605	2,215	281	26	2,522	401	28
2005	2,591	2,214	281	20	2,515	416	28
2006	2,484	2,195	298	32	2,525	415	35
2007	2,707	2,076	300	30	2,406	425	35
2008	2,574	2,329	280	27	2,636	391	29

Trucks Involved In Collisions by Truck Type

Table 6.7

Year	Single Unit (Straight) Trucks: Property Damage Only	Personal Injury	Fatal	Articulated/Tractor-Trailer Trucks: Property Damage Only	Personal Injury	Fatal
1997	480	131	6	682	212	19
1998	405	93	8	666	165	17
1999	376	81	5	624	192	20
2000	385	100	5	717	219	35
2001	397	88	7	718	211	27
2002	701 *	96	3	888 *	195	20
2003	1,174	102	4	1,107	193	23
2004	1,073	95	4	1,204	211	18
2005	1,040	117	6	1,208	193	27
2006	985	101	5	1,155	211	27
2007	1,325	109	11	1,055	185	22
2008	1,204	122	3	1,075	154	16

*Property damage only collisions in 2002 increased due to a change in reporting procedures.

Motorcycle Collisions by Year

Table 6.8

Year	Property Damage Only	Personal Injury	Fatal	Total	Persons Injured	Persons Killed
1992	101	157	5	263	161	2
1993	95	149	2	246	150	5
1994	59	131	5	195	148	4
1995	61	131	4	196	125	5
1996	41	107	5	153	131	5
1997	54	118	4	176	132	4
1998	69	105	4	178	138	3
1999	60	117	3	180	131	2
2000	62	115	2	179	151	2
2001	68	133	2	203	137	3
2002	95	122	3	220	130	3
2003	103	118	3	224	182	4
2004	131	168	2	301	172	2
2005	146	156	2	304	156	4
2006	173	144	4	321	204	5
2007	201	189	5	395	208	9
2008	201	192	8	401	233	5

Vehicle Registrations (Insured Years*)

Table 6.9

Type of Vehicle	2004	2005	2006	2007	2008
Passenger Cars - excludes special use	327,307	326,229	324,837	325,933	330,728
Sport Utility Vehicles	50,949	56,831	63,480	73,899	87,993
Light Private Trucks - <5,001 kg class PV	101,855	125,403	149,083	159,030	171,718
Vans (light & heavy, commercial & private)	79,782	81,345	82,405	83,540	83,947
Commercial & Farm Straight Trucks	150,891	129,658	108,463	107,654	107,995
Truck Tractors (semi power units)	12,960	13,594	14,280	15,514	16,700
School Buses - bus use only class PS	3,045	3,000	2,968	3,010	2,996
Transit Buses - class PC	356	344	352	360	388
Inter-City, Tour & Private Buses	461	480	500	511	538
Motorcycles	5,957	6,844	7,811	8,869	10,325
Pedal Cycles	28	31	47	18	15
Motorhomes	5,339	5,243	5,103	5,242	5,260
Ambulance	247	250	250	261	277
Hearse	113	114	116	124	128
Police - all vehicles with police use	545	562	585	617	628
Taxis	693	681	689	713	707
Trailers (commercial, private & farm)	117,625	124,452	129,722	140,429	156,605
Snowmobiles	4,774	4,338	4,532	5,386	5,791
Other - no assigned vehicle type	27	31	39	46	63
Total Insured Years (including trailers)	862,953	879,429	895,266	931,156	982,802
Total Motor Vehicles	740,554	750,640	761,011	785,341	820,405

* Insured years is the portion of the year the vehicle is registered. This method of counting registrations was implemented due to short-term registrations.

Example: When three separate motorcycles are registered for six months each out of a complete year, they are counted as 18 months or 1.5 insured years.

Victims and Safety Restraints

Contents:

			Page
Figure	7.1	Fatal Classification	49
	7.2	Injury Classification	49
	7.3	Severity of Injury by Safety Restraints Used	51
Table	7.1	Victims Injured by Road User Class and Age Group	50
	7.2	Victims Killed by Road User Class and Age Group	50
	7.3	Victims Injured or Killed by Road User Class and Gender	50
	7.4	Vehicle Occupants by Injury Class and Safety Restraints Used	51
	7.5	Vehicle Occupants by Injury Class and Age Group	52
	7.6	Definitions – Injury Classifications and Vehicle Occupants	52

Victims and Safety Restraints

TAIS captures information on all passengers involved in injury collisions. This data can be used to calculate exposure rates for occupants by injury severity, age, seating position, gender and many other variables. Additional details, such as injury region of the body and injury treatment, are also available from TAIS.

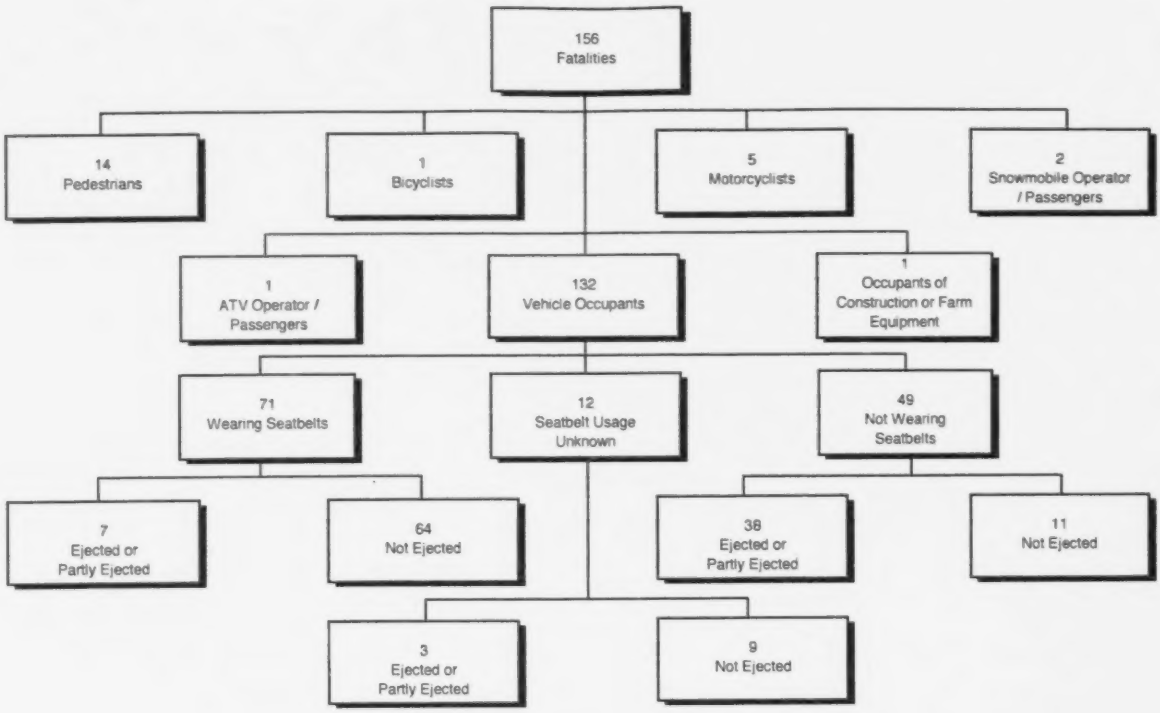
Figure 7.3 shows the relationship between the severity of injury to vehicle occupants and seatbelt use. The severity of injury is much lower for victims using safety restraints. Ninety-four per cent of those using safety restraints sustained minor, moderate or no recorded injuries. Those occupants not using safety restraints were severely or fatally injured 26 per cent of the time, compared to six per cent of the time for those using restraints.

In September 2004, Transport Canada began conducting observational surveys of seatbelt use, alternating annually between rural and urban communities across Canada. The survey method was changed because of evidence indicating a lower usage rate in rural areas. The new usage rates are a combination of these urban and rural observations. The survey results for 2006-2007 report a national average of 92.5 per cent and a rate of 93.5 per cent in Saskatchewan. No data was available for 2008. The complete results of the Canadian survey can be referenced in table 12.2 on page 115.

Fatalities Classification

(Jan. 1 to Dec. 31, 2008)

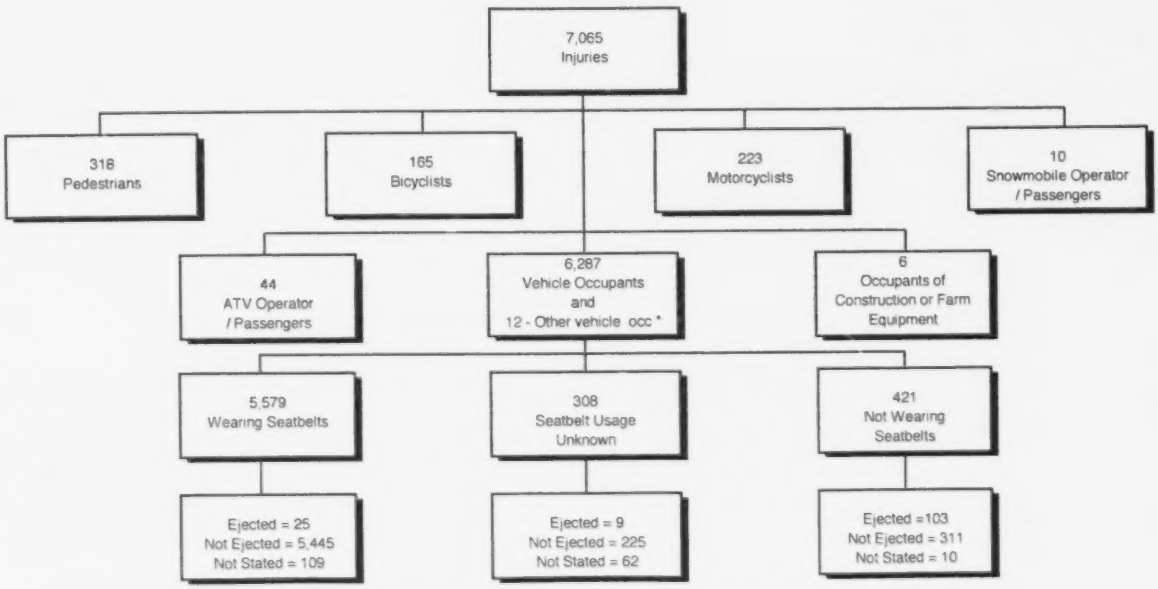
Figure 7.1



Injuries Classification

(Jan. 1 to Dec. 31, 2008)

Figure 7.2



* Other vehicle occupants are occupants of other non-passenger vehicles that may or may not have seatbelts. Some examples are golf carts and specially modified vehicles that do not fit into our general passenger vehicle body type classifications.

Victims and Safety Restraints – SECTION 7

Victims Injured by Road User Class and Age Group

Table 7.1

Category	0 - 4	5 - 14	15 - 19	20 - 24	25 - 34	35 - 44	45 - 54	55 - 64	65 +	Not Stated	Total	%
Motor Vehicle Driver	0	4	644	584	797	699	730	384	325	3	4,170	59.0
Motor Vehicle Passenger	120	244	493	321	278	195	206	115	145	0	2,117	30.0
Pedestrian	30	59	56	34	38	26	36	21	18	0	318	4.5
Bicyclist*	11	37	30	21	22	20	12	9	3	0	165	2.3
Motorcycle Driver/Passenger	0	10	23	36	45	40	40	25	4	0	223	3.2
Occ. of Farm or Const. Equip.	0	0	0	0	1	2	1	1	1	0	6	0.1
Snowmobile Driver*	0	0	2	2	3	1	0	0	2	0	10	0.1
ATV Operator*	3	9	3	5	8	7	6	3	0	0	44	0.6
Other Occupants	0	0	2	5	3	0	0	1	1	0	12	0.2
Total	**164**	**363**	**1,253**	**1,008**	**1,195**	**990**	**1,031**	**559**	**499**	**3**	**7,065**	**100**

Victims Killed by Road User Class and Age Group

Table 7.2

Category	0 - 4	5 - 14	15 - 19	20 - 24	25 - 34	35 - 44	45 - 54	55 - 64	65 +	Not Stated	Total	%
Motor Vehicle Driver	0	0	13	9	17	11	10	7	15	0	82	53.2
Motor Vehicle Passenger	0	5	9	6	7	6	4	4	6	0	47	30.5
Pedestrian	0	0	1	2	1	2	2	1	5	0	14	9.1
Bicyclist*	0	0	0	0	0	0	0	1	0	0	1	0.6
Motorcycle Driver/Passenger	0	0	0	2	0	1	0	2	0	0	5	3.2
Occ. of Farm or Const. Equip.	0	0	0	0	0	0	0	1	0	0	1	0.6
Snowmobile Driver*	0	0	0	0	1	1	0	0	0	0	2	1.3
ATV Operator*	0	0	0	0	1	0	0	0	0	0	1	0.6
Other Occupants	0	0	0	1	0	0	0	0	0	0	1	0.6
Total	**0**	**5**	**23**	**20**	**27**	**21**	**16**	**16**	**26**	**0**	**154**	**100**

Victims Injured or Killed by Road User Class and Gender

Table 7.3

	Victims Injured				Victims Killed			
Category	Male	Female	Not Stated	Total	Male	Female	Not Stated	Total
Motor Vehicle Driver	1,974	2,195	1	4,170	60	22	0	82
Motor Vehicle Passenger	863	1,246	8	2,117	20	27	0	47
Pedestrian	155	153	10	318	6	7	1	14
Bicyclist*	114	49	2	165	1	0	0	1
Motorcycle Driver/Passenger	187	35	1	223	4	1	0	5
Occ. of Farm or Const. Equip.	5	1	0	6	1	0	0	1
Snowmobiler*	9	1	0	10	2	0	0	2
ATV Operator*	34	9	1	44	1	0	0	1
Other Occupants	7	4	1	12	1	0	0	1
Total	**3,348**	**3,693**	**24**	**7,065**	**96**	**57**	**1**	**154**

* TAIS records only collisions on public roads. Therefore, many of the collisions involving snowmobiles and off-highway vehicles are not included in this number. Bicycle collisions are recorded only if the collision occurs with a motor vehicle on the roadway.

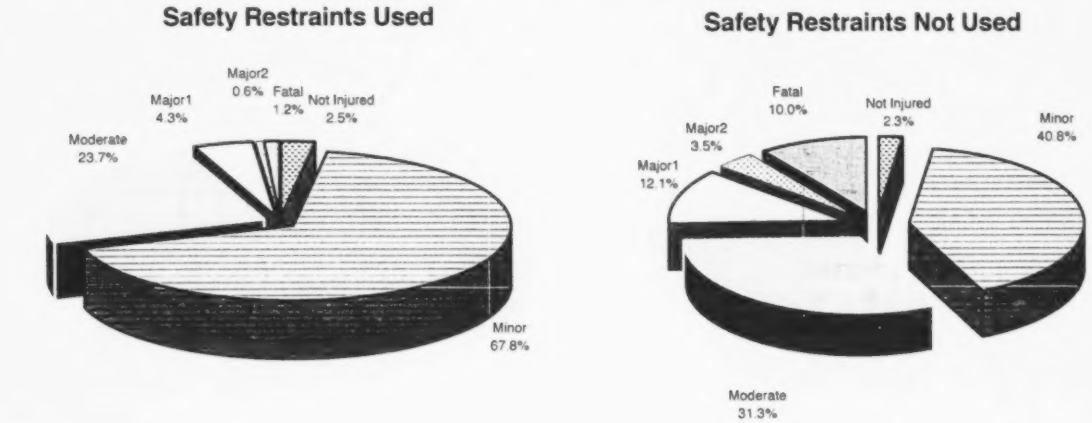
Vehicle Occupants by Injury Class and Safety Restraints Used

Table 7.4

Injury Class	Lap/Lap & shoulder belt	Lap & shoulder w/air bag	Child restraint rear facing	Child restraint front facing with tether	Child restraint front facing w/o tether	Child booster seat	Not or improperly used	Not Stated	Total	%
Not Injured	119	16	0	4	0	6	11	74,621	74,777	92.1
Minor	3,264	618	7	15	6	6	196	214	4,326	5.3
Moderate	1,017	349	1	2	1	0	150	59	1,579	1.9
Major 1	167	77	0	0	1	1	58	21	325	0.4
Major 2	24	8	0	0	1	0	17	2	52	0.1
Fatal	47	23	0	0	0	0	48	12	130	0.2
Total	**4,638**	**1,091**	**8**	**21**	**9**	**13**	**480**	**74,929**	**81,189**	**100**

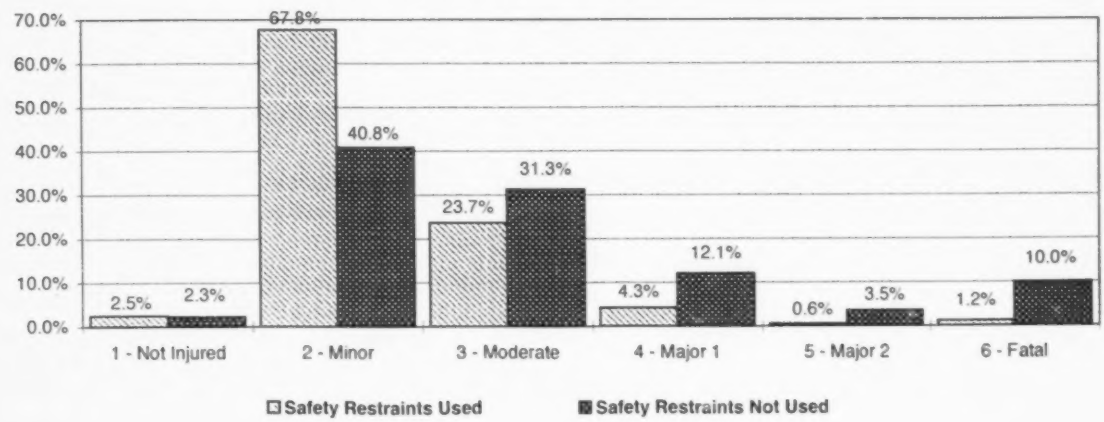
Severity of Injury by Safety Restraint Use

Figure 7.3



Note:
The totals used to calculate the percentage in figure 7.3 do not include occupants where seatbelt use was coded as "not stated."

Severity of Injury by Safety Restraints Used



Vehicle Occupants by Injury Class and Age Group

Table 7.5

Restraints Used

Injury Class	Not Stated	Age Group 0 - 4	5 - 10	11 - 15	16 - 25	26 - 65	66 - 70	71 - 75	76+	Total
Not Injured	10	20	7	9	41	56	5	2	4	154
Minor	45	75	84	145	1,275	2,096	74	59	108	3,961
Moderate	10	16	14	39	400	770	41	33	60	1,383
Major 1	3	5	1	10	70	128	10	12	11	250
Major 2	1	2	1	1	12	12	1	0	4	34
Fatal	1	1	5	1	16	30	5	4	9	72
Total	**70**	**119**	**112**	**205**	**1,814**	**3,092**	**136**	**110**	**196**	**5,854**

Restraints Not Used

Injury Class	Not Stated	Age Group 0 - 4	5 - 10	11 - 15	16 - 25	26 - 65	66 - 70	71 - 75	76+	Total
Not Injured	0	1	0	2	5	3	0	0	0	11
Minor	1	3	3	11	104	71	1	2	0	196
Moderate	0	0	2	3	81	60	2	1	1	150
Major 1	0	0	2	1	24	30	0	0	0	57
Major 2	0	0	0	0	11	7	0	0	0	18
Fatal	0	0	0	1	23	23	1	0	1	49
Total	**1**	**4**	**7**	**18**	**248**	**194**	**4**	**3**	**2**	**481**

Restraint Use Not Stated

Injury Class	Not Stated	Age Group 0 - 4	5 - 10	11 - 15	16 - 25	26 - 65	66 - 70	71 - 75	76+	Total
Not Injured	236	3	6	12	881	1,556	61	52	77	2,884
Minor	16	3	4	7	74	101	2	2	5	214
Moderate	0	1	0	1	25	29	0	1	2	59
Major 1	1	0	0	0	7	12	1	0	0	21
Major 2	0	0	0	0	1	1	0	0	0	2
Fatal	0	0	0	0	1	10	0	0	1	12
Total	**253**	**7**	**10**	**20**	**989**	**1,709**	**64**	**55**	**85**	**3,192**

Injury Classification

Table 7.6

1 Not Injured	no visible signs or any complaint of injury
2 Minor	minor complaint of injury by victim, but no apparent incapacitation
3 Moderate	an injury other than a fatal injury or an incapacitating injury, which is evident to observers at the scene of the collision
4 Major 1	an injury other than a fatal injury, which prevents the injured person from walking, driving or normally continuing the activities the person was capable of performing before the injury occurred
5 Major 2	an injury from which the victim enters into unconsciousness at, or when taken from, the collision scene
6 Fatal	death within 30 days as a result of injuries incurred in the traffic collision

Vehicle Occupants

Vehicle Occupant	driver or passenger of a car, truck, van, power unit, bus, emergency vehicle or motorhome

Fatal Collisions

Contents:

			Page
Table	8.1	2008 Fatal Collision Summary	55
	8.2	2008 Listing of Fatal Collisions	57

Fatal Collisions

Table 8.1 provides a breakdown of the fatalities by road user class, day of week, time of day and type of roadway.

The detailed listing in figure 8.2 shows some of the individual factors and a brief description of each of the 132 fatal collisions that occurred during 2008.

Deaths of unbelted occupants

- Forty-nine unbelted vehicle occupants were killed in 2008. This represents 31 per cent of all vehicle occupant deaths.

Age and gender of those not using seatbelts

Age of victim	Male	Female
Under 16	0	1
16-24	14	8
25–54	17	4
55 and older	2	2

Deaths of belted occupants

- Seventy belted vehicle occupants were killed in 2008. This represents 45 per cent of occupants.

Age and gender of those using seatbelts

Age of victim	Male	Female
Under 16	1	5
16-24	8	5
25–54	14	10
55 and older	19	8

Deaths where seatbelt use was not known

Age and gender of those where seatbelt use was not known

Age of victim	Male	Female
Under 16	0	0
16-24	0	1
25–54	5	5
55 and older	1	0

2008 Fatal Collisions Summary

Table 8.1

SUMMARY: *For the year ending Dec. 31, 2008, there were 156 traffic fatalities in Saskatchewan. These 156 fatalities consisted of 83 drivers and 49 passengers, 14 pedestrians, one bicyclist, five motorcyclists, two operators of a snowmobile, one ATV operator and one occupant of a farm vehicle.*

1. **Pedestrian Summary:**
   - *Fourteen pedestrian deaths*
   - *Seven on urban streets*
   - *Five on provincial highways*
   - *One on a rural municipal road*
   - *One on a First Nation road*
   - *In five of the cases, the pedestrian had been drinking, and in six cases pedestrian action was listed as a contributing factor in the incident.*

2. **Bicyclist Summary:**
   - *There was one bicycle death in 2008, which occurred on an urban street.*

3. **Motorcyclist Summary:**
   - *Five motorcyclists were killed in 2008: three on an urban street and two on provincial highways.*
   - *Four of the crashes were attributed to the action of the cyclist while one was the fault of the other driver.*

4. **All Terrian Vehicle Summary:**
   - *One ATV operator was killed while operating the vehicle on a rural municipal road.*

5. **Vehicle Occupant Summary:**
   - *In 2008, there were 132 vehicle occupant deaths. Seventy-one were using safety restraints and 49 were not. Seatbelt usage for the remaining 12 was not known.*

Seatbelt Used: 71 deaths

- Twenty were in the vehicle of a drinking driver
- Twenty-six were in single vehicle crashes, 13 of which were rollovers
- Type of vehicle the occupant was in:
  - 35 passenger cars
  - 16 pickup trucks
  - 19 vans or SUVs
  - one semi tractor unit or large truck

Seatbelt Not or Improperly Worn: 49 deaths

- Thirty-four were in the vehicle of a drinking driver
- Thirty-nine victims were in single vehicle crashes, 31 of which were rollovers
- Type of vehicle the occupant was in:
  - 16 passenger cars
  - 19 pickup trucks
  - 13 vans or SUVs
  - one semi tractor unit or large trucks

Seatbelt Use Not Known or Not Stated: 12 deaths

- Eleven were in the vehicle of a drinking driver
- Five victims were in single vehicle crashes, two of which were rollovers
- Type of vehicle the occupant was in:
  - One was the occupant of a car
  - Three were occupants of pickup trucks
  - Eight were occupants of vans or SUVs

6. 2008 Traffic Deaths by Day of Week:

- Sunday 21
- Monday 17
- Tuesday 14
- Wednesday 17
- Thursday 23
- Friday 34
- Saturday 30

7. 2008 Traffic Deaths by Time of Day:

*The time of one death was unknown.

Hour	Deaths	Hour	Deaths
Midnight to 0:59 a.m.	7	Noon to 0:59 p.m.	4
1 to 1:59 a.m.	10	1 to 1:59 p.m.	5
2 to 2:59 a.m.	3	2 to 2:59 p.m.	2
3 to 3:59 a.m.	6	3 to 3:59 p.m.	8
4 to 4:59 a.m.	2	4 to 4:59 p.m.	3
5 to 5:59 a.m.	6	5 to 5:59 p.m.	12
6 to 6:59 a.m.	3	6 to 6:59 p.m.	7
7 to 7:59 a.m.	8	7 to 7:59 p.m.	9
8 to 8:59 a.m.	10	8 to 8:59 p.m.	8
9 to 9:59 a.m.	6	9 to 9:59 p.m.	7
10 to 10:59 a.m.	2	10 to 10:59 p.m.	10
11 to 11:59 a.m.	7	11 to 11:59 p.m.	10

8. 2008 Traffic Deaths by Type of Roadway:

- Provincial Highways 98
- Urban Streets 23
- Rural Roads 21
- Other Roads 14

2008 Listing of Fatal Collisions

Table 8.2

#	Road Location	# Killed	# Injured	Alcohol Involvement	Seatbelt Use of Deceased	Collision Description
1	Grid Road	1	0	No	No	The driver of a truck lost control, entered the ditch and rolled several times.
2	Rural/Urban Hwy	2	3	No	Yes	The driver of a van lost control on an icy road, swung sideways into the oncoming lane and collided with another van.
3	Street	1	0	No	N/A	The driver of a car struck a pedestrian walking on the roadway.
4	Rural/Urban Hwy	1	1	Yes	N/A	The driver of a van struck a pedestrian walking on the side of the highway. The pedestrian was impaired.
5	Rural/Urban Hwy	1	0	No	No	The driver of a truck lost control, went into the ditch and rolled. The driver was ejected and killed.
6	Rural/Urban Hwy	1	0	Yes	Yes	The driver of a car veered across the oncoming lane into the ditch, rolling the vehicle. The driver had been drinking.
7	Rural/Urban Hwy	1	3	Yes	Yes	The driver of a tow truck was pulling another vehicle from the ditch. The tow truck was struck by a van. The driver of the van was killed. The driver had been drinking.
January summary: Eight people were killed in seven different collisions. Three involved alcohol.						
8	Rural/Urban Hwy	1	0	Yes	No	The driver of a truck hit the right shoulder, lost control while over compensating, drove into median and rolled several times. The driver was ejected. The driver had been drinking.
9	Rural/Urban Hwy	1	3	No	Yes	The driver of a truck rear-ended a large truck due to poor visibility caused by a snow plow.
10	Rural/Urban Hwy	1	0	No	Yes	The driver of an SUV was attempting to pass a vehicle when it collided head on with a heavy truck.
11	Street	1	1	Yes	No	The driver of a truck slid, hit a snow bank and light pole and then rolled. The driver had been drinking.
12	Rural/Urban Hwy	1	0	No	No	The driver of a car veered into the oncoming lane and collided head on with a heavy truck. The driver of the car fell asleep.
13	Street	1	0	Yes	No	The driver of a snowmobile exited the roadway onto a decline slope. The driver lost control and struck a chain link fence. The driver had been drinking.
February summary: Six people were killed in six different collisions. Three involved alcohol.						
14	Rural/Urban Hwy	2	0	Yes	Yes	The driver of a car drifted into the oncoming lane and collided head-on with a truck. Both drivers were killed.
15	Rural/Urban Hwy	1	4	No	Yes	The driver of a car failed to yield to another car and was broadsided.
16	Rural/Urban Hwy	1	1	No	Yes	The driver of a truck swerved into the oncoming lane and collided head-on with a heavy truck.
17	Grid Road	1	1	No	Yes	The driver of a large truck failed to obey a yield sign and collided with another truck.
18	First Nation Land	1	2	Yes	No	The driver of a car lost control and rolled the vehicle. The driver had been drinking.
19	Rural/Urban Hwy	1	1	Yes	No	The driver of a truck lost control and slid into the ditch. The vehicle then rolled and the driver was ejected. The driver had been drinking.
20	Rural/Urban Hwy	1	0	Yes	N/A	The impaired driver of a car struck a pedestrian that was running on the side of road.
21	Street	1	1	No	Yes	The driver of a car proceeded from a stop sign before safe. The car collided with a large truck, which then collided with another car.
March summary: Nine people were killed in eight different collisions. Four involved alcohol.						
22	First Nation Land	1	1	No	Yes	The driver of a car lost control on an icy road and was broadsided by another car.
23	Grid Road	1	0	Yes	No	The driver of a snowmobile was speeding, lost control on a curve and struck a tree. The driver of the snowmobile was killed.
24	Rural/Urban Hwy	1	0	Yes	No	The impaired driver of a van proceeded from a stop sign and was broadsided by an SUV.
25	Rural/Urban Hwy	1	0	No	N/A	The driver of a car struck a pedstrian.

2008 Listing of Fatal Collisions

Table 8.2

#	Road Location	# Killed	# Injured	Alcohol Involvement	Seatbelt Use of Deceased	Collision Description
26	Grid Road	1	1	Yes	N/A	Impaired pedestrians walked into the oncoming lane of traffic and were struck by an SUV. Rainy weather, slippery road conditions and human conditions were factors.
27	Rural/Urban Hwy	1	1	No	Yes	The driver of a car hit a deer that was crossing the highway. The car skidded into opposing traffic and collided with another car.
28	Grid Road	1	0	Yes	No	The impaired driver of a truck swerved into the south ditch, tried to over correct the vehicle and rolled into the north ditch. The driver was ejected.
29	Rural/Urban Hwy	2	0	Yes	No	The driver of a car lost control and rolled several times. The driver and passenger were ejected. The driver had been drinking.
30	Rural/Urban Hwy	1	5	No	Yes	The driver of a truck failed to make a complete stop before proceeding into an intersection and collided with a van.
31	Rural/Urban Hwy	1	0	No	No	The driver of a car swerved into the opposing lane and collided head-on with a van.
32	Rural/Urban Hwy	1	0	No	N/A	The driver of a truck struck a pedestrian that was walking on the side of the road.
April summary: Twelve people were killed in 11 different collisions. Five involved alcohol.						
33	Rural/Urban Hwy	1	1	Yes	No	The driver of a van was using a cellphone when the passenger grabbed the steering wheel, lost control of the vehicle and entered into the ditch. The passenger was ejected and killed.
34	First Nation Land	1	3	Yes	Yes	The driver of a stolen van was driving in the ditch when the vehicle hit an approach and flipped onto the roof. The driver had been drinking. The passenger was killed.
35	Street	1	1	No	Helmet Worn	The driver of a car proceeded to turn left through an amber light and collided with a motorcycle. The driver of the motorcycle was killed.
36	Rural/Urban Hwy	1	0	No	Yes	The driver of a car collided head-on with a heavy truck. The driver of the car was killed.
37	First Nation Land	1	1	Yes	No	The impaired driver of a car veered into the oncoming lane and collided head-on with a truck. The driver of the truck was killed.
38	Rural/Urban Hwy	1	1	Yes	No	The impaired driver of a truck entered the ditch and rolled several times. The driver was ejected.
39	Rural/Urban Hwy	1	1	Yes	No	The impaired driver of a van rear-ended another van.
40	First Nation Land	1	4	Yes	No	The impaired driver of a car was travelling on the wrong side of the road. A van tried to swerve and avoid the car, but a head-on collision occured. A passenger in the car was killed.
41	Rural/Urban Hwy	1	1	No	No	The driver of a car struck a moose. A passenger in the car was killed.
42	Rural/Urban Hwy	1	1	No	Yes	The driver of a light truck failed to stop at a stop sign and collided with a car at a right angle. The driver of the car was killed.
43	Grid Road	1	4	No	Yes	The driver of a car disobeyed a yield sign and collided with a van. The driver of the van was killed.
44	Rural/Urban Hwy	1	0	No	Yes	The driver of a car entered the ditch and rolled. The passenger was killed.
May summary: Twelve people were killed in 12 different collisions. Six involved alcohol.						
45	First Nation Land	1	0	Yes	No	The impaired driver of a car lost control and rolled into the ditch. The driver was ejected.
46	Grid Road	1	0	No	No	The driver of a truck hit a pothole and lost control, rolling into the ditch. The driver was ejected and killed.
47	First Nation Land	1	1	Yes	No	The impaired driver of a light truck lost control, entered into the ditch and rolled. A passenger was killed.
48	Street	1	0	No	Yes	The driver of an SUV lost control and rolled into water located in the ditch.
49	Rural/Urban Hwy	1	1	Yes	No	The driver of a truck observed a swerving SUV and, while trying to avoid the vehicle, collided head-on with it. The driver of the SUV was killed. The driver of the SUV had been drinking.

2008 Listing of Fatal Collisions

Table 8.2

#	Road Location	# Killed	# Injured	Alcohol Involvement	Seatbelt Use of Deceased	Collision Description
50	Grid Road	1	4	Yes	No	The driver of a truck lost control and rolled several times in the ditch. The driver was ejected and killed. The driver had been drinking.
51	Rural/Urban Hwy	6	1	Yes	No	The driver of a heavy vehicle was following an SUV, when the SUV pulled to the side of the road to attempt a U-turn. The SUV was struck by the heavy vehicle and pushed into a line of trees. Both vehicles started on fire.
52	Street	1	1	No	Helmet Worn	The driver of a motorcycle, travelling at a high rate of speed, collided with a guard rail, propelling the vehicle into an SUV. The driver of the motorcycle was killed.
53	Rural/Urban Hwy	1	2	Yes	Yes	The driver of a truck proceeded from a stop sign before it was safe and was broadsided by a truck killing the driver.
54	Grid Road	1	0	Yes	Yes	The driver of a truck veered into the left ditch, swerved into the right ditch, lost control of the vehicle and rolled. The driver was ejected and killed.
55	Rural/Urban Hwy	1	0	No	No	The driver of a light truck entered into the ditch, overcorrected and then rolled 8-10 times. The driver was ejected and killed.
56	Rural/Urban Hwy	2	0	No	No	The driver of a truck entered the highway and then entered the lane of a car coming in the opposite direction.
57	First Nation Land	1	0	Yes	N/A	The driver of a van struck an impaired pedestrian on the grid road.
June summary: Nineteen people were killed in 13 different collisions. Eight involved alcohol.						
58	Rural/Urban Hwy	1	0	Yes	N/A	A person was laying on the highway and was hit by two vehicles. The pedestrian had been drinking.
59	Rural/Urban Hwy	1	1	No	Helmet Worn	The driver of a motorcycle lost control and the driver and passenger fell off the motorcycle. The passenger was killed.
60	Rural/Urban Hwy	1	2	No	No	The driver of a car drifted across the centre line and side-swiped a truck travelling in the opposite direction. The driver of the car was killed.
61	Rural/Urban Hwy	1	0	No	Yes	The driver of a car left the roadway and crashed into the ditch hitting a culvert. Medical conditions was the cause.
62	Rural/Urban Hwy	1	2	Yes	No	The impaired driver of a car rear-ended a truck and the car lost control and rolled. The passenger was ejected and killed.
63	Street	1	0	unknown	unknown	The cyclist cut in front of a truck and was killed.
64	Grid Road	1	0	Yes	No	The driver of a light truck fell asleep, lost control and rolled into the ditch. The driver had been drinking and had cannabis in his/her system.
65	Rural/Urban Hwy	1	1	No	Unknown	The driver of a car struck another car head-on. One driver was killed.
66	Rural/Urban Hwy	2	4	Yes	Yes	The impaired driver of a car swerved into the oncoming lane and struck another car head-on. A passenger in the second car was killed.
67	Rural/Urban Hwy	1	1	Yes	No	A truck rolled into the ditch after losing control. Both occupants were ejected and killed. Alcohol was involved.
68	Rural/Urban Hwy	1	2	No	Yes	The driver of a truck crossed a highway before it was safe to do so and was broadsided by another truck. The driver of the first truck was killed.
69	Rural/Urban Hwy	1	1	Yes	No	The impaired driver of a truck lost control and flipped into the ditch. Both passengers were ejected and one was killed.
July summary: Thirteen people were killed in 12 different collisions. Six involved alcohol.						
70	Rural/Urban Hwy	1	0	Yes	No	The impaired driver of a car was travelling at a high rate of speed, lost control and rolled into the ditch. A passenger was ejected and killed.
71	Rural/Urban Hwy	1	1	No	Yes	The driver of a car crossed into the oncoming lane and struck another car head-on. The driver of the second car was killed.
72	Rural/Urban Hwy	1	0	No	No	The driver of a tractor went into the ditch and rolled onto the roof, fatally injuring the driver.
73	Rural/Urban Hwy	6	0	No	Yes	The driver of an SUV missed a turnoff, travelled 50 metres and slid into a slough. All six occupants deceased.
74	Rural/Urban Hwy	1	0	No	Yes	The driver of a car tried to pass a swather and struck the swather's rollers, fatally injuring the driver of the car.

2008 Listing of Fatal Collisions

Table 8.2

#	Road Location	# Killed	# Injured	Alcohol Involvement	Seatbelt Use of Deceased	Collision Description
75	Rural/Urban Hwy	1	0	Yes	Yes	The impaired driver of a car was speeding, lost control and rolled into the ditch.
76	First Nation Land	1	0	Yes	Helmet Not Worn	The driver of an ATV was travelling in the ditch, hit an approach and was killed in a rollover. The driver had been drinking.
77	Rural/Urban Hwy	1	1	No	Yes	The driver of a truck crossed into the oncoming lane and struck the driver of a car head-on. The driver of the car was killed.
78	Rural/Urban Hwy	1	0	Yes	Yes	The driver of a car crossed into the oncoming lane and hit a heavy truck head-on. The driver of the car was killed. The driver of the car had been drinking.
79	Street	1	2	Yes	No	The driver of a car lost control and hit a tree. One passenger was killed. The driver had been drinking.
80	Street	1	0	Yes	Yes	The impaired driver of a truck was attempting to turn left from the wrong lane of travel. The driver struck a car head-on, fatally injuring the driver of the car.
81	Street	3	2	Yes	No	The driver of a car lost control and hit a tree. The driver and two passengers were killed.
82	Rural/Urban Hwy	1	0	Yes	No	The impaired driver of a car lost control and entered into the ditch. The driver was ejected.
83	Grid Road	1	0	Yes	Yes	The driver of a car swerved, lost control and entered into the ditch, rolling the vehicle. The driver had been drinking.
August summary: Twenty-one people were killed in 14 different collisions. Nine involved alcohol.						
84	Rural/Urban Hwy	1	1	No	Yes	The driver of a heavy truck pulled out before it was safe and was struck by a car. The driver of the car was killed.
85	Grid Road	1	0	No	No	The driver of a heavy truck was driving too fast, started to skid, jackknifed into the ditch and overturned. The driver was killed.
86	Rural/Urban Hwy	2	0	No	No	The driver of a car lost control, entered the oncoming lane and hit the driver of a car head-on. Both drivers were killed.
87	First Nation Land	1	0	Yes	No	The driver of a truck lost control and struck the ditch, rolling several times. The driver was ejected and killed.
88	Grid Road	1	2	Yes	No	The driver of a car lost control and rolled. A passenger was ejected and killed.
89	Grid Road	1	6	Yes	No	The driver of a van lost control and rolled into the ditch. A passenger was ejected and killed. The driver had been drinking.
90	First Nation Land	1	2	Yes	Unknown	The impaired driver of a van drove off the road and stopped on a beaver lodge. A passenger was killed.
91	First Nation Land	1	2	Yes	No	The impaired driver of a truck lost control and struck the ditch. The driver was ejected and killed.
92	Rural/Urban Hwy	1	0	No	Yes	The driver of a truck did not appear to stop at a stop sign and drove onto the highway and was broadsided by a heavy truck. The driver of the truck was killed.
93	Street	1	0	No	Unknown	The driver of a car hit a cyclist, which resulted in fatal injuries to the cyclist.
94	Street	1	0	No	Helmet Not Worn	The driver of a motorcycle was driving at a high rate of speed and struck a heavy truck. The driver of the motorcycle was killed.
95	Rural/Urban Hwy	2	0	No	Yes	The driver of a van left the roadway and entered into the right ditch on a curved road. The van then re-entered the roadway and swerved in front of a heavy truck and was broadsided. The two occupants of the van were killed.
96	Grid Road	1	0	Yes	No	The impaired driver of a truck drove into the ditch, overturned and struck an electric fence. The driver was ejected and killed.
97	Rural/Urban Hwy	1	0	No	Yes	The driver of a car veered into the oncoming lane and struck a heavy truck head-on. The driver of the car was killed.
98	Rural/Urban Hwy	1	0	Yes	Yes	The driver of a truck veered slightly onto the shoulder, over corrected and slid into the ditch. The driver was killed. The driver had been drinking.
September summary: Seventeen people were killed in 15 different collisions. Seven involved alcohol.						

2008 Listing of Fatal Collisions

Table 8.2

#	Road Location	# Killed	# Injured	Alcohol Involvement	Seatbelt Use of Deceased	Collision Description
99	First Nation Land	1	0	Yes	Yes	The impaired driver of a truck drove off the edge of a hill, rolling several times. The driver died in the hospital shortly after.
100	Rural/Urban Hwy	1	1	No	Yes	The driver of a van lost control and rolled in the ditch several times. The driver was killed.
101	Street	1	0	Yes	N/A	The impaired driver of a truck struck a pedestrian riding a skateboard. The pedestrian was killed.
102	Grid Road	1	1	No	Yes	The driver of a car crested a hill and lost control. The car then rolled multiple times. The driver was killed.
103	First Nation Land	1	1	Yes	No	The impaired driver of a car was travelling on a highway, lost control, entered into the ditch and rolled. The driver was trapped under car and was fatally injured.
104	Rural/Urban Hwy	1	3	No	No	The driver of a van turned before it was safe and was struck by a truck. The driver of the van was killed.
105	Grid Road	1	3	Yes	Yes	The impaired driver of a truck hit the left ditch and then rolled into the right ditch. A passenger was killed.
106	Rural/Urban Hwy	2	4	No	Yes	The driver of a truck pulled out to pass before it was safe and struck a car head-on. Two occupants in the car were killed.
107	Grid Road	1	0	No	Yes	The driver of a truck lost control after hitting railroad tracks and flipped onto the passenger side. Fire engulfed the vehicle. The driver was killed.
108	Rural/Urban Hwy	1	3	No	Yes	The driver of a van lost control and struck a van head-on. The driver of the first van was killed.
109	Rural/Urban Hwy	1	3	Yes	Yes	The impaired driver of a car lost control and hit the shoulder of the highway, causing the vehicle to roll into the ditch. The driver was killed.
110	Rural/Urban Hwy	2	1	Yes	Yes	The driver of truck lost control and rolled numerous times. Two occupants were ejected and killed.
111	Grid Road	1	2	Yes	No	The driver of a van lost control, entered the ditch and rolled. One passenger was killed.
112	Rural/Urban Hwy	1	4	Yes	No	The impaired driver of a car lost control and rolled into the ditch.
113	Rural/Urban Hwy	1	9	Yes	Yes	The impaired driver of a car drifted into the path of a van. The car hit the van and the van overturned into the ditch. The car then struck a truck head-on. The driver of the car was killed.
October summary: Seventeen people were killed in 15 different collisions. Nine involved alcohol.						
114	Rural/Urban Hwy	1	3	Yes	No	The impaired driver of a car left the roadway and entered into the ditch, causing major damage. One occupant was killed, and three others were injured.
115	Rural/Urban Hwy	1	1	No	Yes	The driver of a bus pulled out onto the highway before it was safe. A car struck the side of the bus and the driver of the car was killed.
116	Street	2	0	No		The driver of a car collided with a train.
117	Street	1	0	No	N/A	The driver of a truck struck a pedestrian.
118	Rural/Urban Hwy	1	1	No	No	The driver of a car slid on black ice and rolled once into the ditch. The driver was injured and a passenger died at the hospital.
119	Rural/Urban Hwy	1	2	No	Unknown	The driver of a truck attempted to pass two vehicles at once and then tried to get back into the lane, but was struck head-on by a heavy truck. The driver of the truck was killed.
120	Rural/Urban Hwy	3	3	No	No	The driver of a van crossed over to the oncoming lane and struck another van head-on. One occupant in the second van was killed.
121	Rural/Urban Hwy	1	5	Yes	No	The driver of a car was driving in the wrong lane and struck a van head-on. One passenger in the van was killed.
122	Street	1	0	No	N/A	The driver of a truck struck a woman walking along the roadway.
123	Grid Road	1	5	Yes	No	The impaired driver of a car came upon a curve and lost control, rolling into the ditch. One passenger was ejected and killed.
124	Rural/Urban Hwy	1	2	Yes	No	The impaired driver of a van lost control and rolled into the ditch. One passenger was killed.
125	Rural/Urban Hwy	1	0	No	No	The driver of a truck skidded across the roadway and flipped into the ditch. The driver was killed.
126	Rural/Urban Hwy	1	0	Yes	Yes	The driver of a truck slid on an icy road into the ditch, rolling several times. The driver was ejected and killed.
127	Grid Road	1	3	Yes	No	The driver of a truck took evasive action on a grid road and rolled into the ditch. One passenger was ejected and killed.

2008 Listing of Fatal Collisions

Table 8.2

#	Road Location	# Killed	# Injured	Alcohol Involvement	Seatbelt Use of Deceased	Collision Description
November summary: Seventeen people were killed in 14 different collisions. Six involved alcohol.						
128	Street	1	0	Yes	N/A	The driver of a car struck a pedestrian. The predestrian crossed when unsafe. The pedestrian had been drinking.
129	Rural/Urban Hwy	1	0	No	No	The driver of a car pulled out onto the highway before it was safe and was broadsided by a cube van. The driver of the car was killed.
130	Rural/Urban Hwy	1	0	No	No	The driver of a heavy truck drifted into the left shoulder. He then over corrected and lost control, spinning and rolling into right ditch. The driver was killed.
131	Street	1	0	No	N/A	The driver of a van accelerated in the parking lane and lost control on the snow packed street, causing the van to leave the road and strike a street sign. The sign then hit a pedestrian fatally injuring him.
132	Street	1	0	No	No	The driver of a van was driving at a high rate of speed, lost control and struck a light standard. The vehicle flipped and landed on its side. The driver was killed.
December summary: Five people were killed in five different collisions. One involved alcohol.						

Pedestrians

Contents:

			Page
Table	9.1	Pedestrians Injured or Killed by Age Group	65
	9.2	Pedestrians Injured or Killed by Action and Age Group	65
	9.3	Pedestrians Injured or Killed by Road System	65
	9.4	Pedestrians Injured or Killed by Time of Day	66
	9.5	Pedestrians Injured or Killed by Month	66

Pedestrians

2008 Quick Facts on Pedestrian Collisions

- Fourteen pedestrians were killed and 318 were injured in 2008.
- Pedestrian action was a contributing factor in six of the 14 deaths.
- In five of the fatal collisions the pedestrian had been drinking.
- Thirty per cent of the pedestrians injured or killed were under the age of 15.
- Eighty-seven per cent of the pedestrians were injured or killed in an urban area.
- Thirty-seven per cent of the pedestrians were hit while trying to cross at an intersection, and 10 per cent were hit while crossing or running onto the roadway mid-block.
- Most pedestrian collisions occurred in late afternoon and early evening. The highest hourly total occurred between 5 and 6 p.m.
- Sunday and Friday were the worst days for pedestrian collisions and October was the worst month.

Pedestrians Injured or Killed by Age Group

Table 9.1

	Age Group											
	0 - 4	5 - 14	15 - 19	20 - 24	25 - 34	35 - 44	45 - 54	55 - 64	65 +	Not Stated	Total	%
Injured	4	59	56	34	38	26	36	21	18	26	318	95.8
Killed	0	0	1	2	1	2	2	1	5	0	14	4.2
Total	**4**	**59**	**57**	**36**	**39**	**28**	**38**	**22**	**23**	**26**	**332**	
%	1.2	17.8	17.2	10.8	11.7	8.4	11.4	6.6	6.9	7.8		**100**

Pedestrians Injured or Killed by Action and Age Group

Table 9.2

	Age Group											
Action *	0 - 4	5 - 14	15 - 19	20 - 24	25 - 34	35 - 44	45 - 54	55 - 64	65 +	Not Stated	Total	%
At Int Xing with ROW	1	11	10	10	6	10	16	12	10	8	94	28.3
At Int Xing without ROW	0	1	6	1	2	1	1	0	3	3	18	5.4
At Int Xing No Traffic Control	0	2	2	1	2	1	2	1	2	0	13	3.9
Xing Road between Int	0	6	3	4	4	2	8	3	3	1	34	10.2
Walking, Facing Traffic	0	0	2	0	0	0	0	2	0	0	4	1.2
Walking with Traffic	0	1	1	1	0	0	0	0	2	0	5	1.5
On Sidewalk or Median	0	3	3	1	6	2	1	1	0	5	22	6.6
Walking on Roadway	0	1	4	2	10	3	2	0	0	1	23	6.9
From Behind Vehicle	0	5	3	1	2	1	1	1	2	1	17	5.1
Running into Road	3	20	12	9	2	4	3	1	0	3	57	17.2
Getting on/off Other Vehicle	0	0	1	2	3	0	1	0	0	0	7	2.1
Working on Vehicle	0	0	3	0	0	1	0	0	0	0	4	1.2
Playing on Roadway	0	2	1	0	0	0	0	0	0	0	3	0.9
Working on Roadway	0	0	0	1	0	0	1	0	0	1	3	0.9
Lying on Roadway	0	0	3	0	1	1	0	0	0	0	5	1.5
Hitchhiking	0	0	0	0	0	0	0	0	0	0	0	0.0
Skateboarding	0	2	1	1	0	0	0	0	0	0	4	1.2
Wheelchair on Road	0	0	0	0	0	0	1	0	1	0	2	0.6
Not Stated	0	5	2	2	1	2	1	1	0	3	17	5.1
Total	**4**	**59**	**57**	**36**	**39**	**28**	**38**	**22**	**23**	**26**	**332**	**100**

*Int = Intersection, Xing = Crossing, ROW = Right of Way

Pedestrians Injured or Killed by Road System

Table 9.3

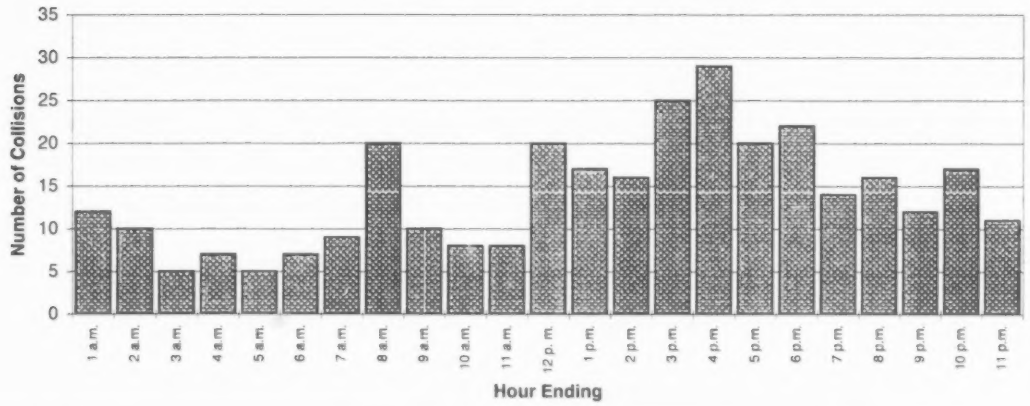
Road System	Injured	%	Killed	%	Total	%
Street/Lane	283	85.2	7	2.1	290	87.3
Rural/Urban Highways	10	3.0	5	1.5	15	4.5
Rural/Municipal & Grid Roads	7	2.1	1	0.3	8	2.4
Other Roads (First Nations Land)	18	5.4	1	0.3	19	5.7
Total	**318**	**95.8**	**14**	**4.2**	**332**	**100**

Pedestrians Injured or Killed by Time of Day

Table 9.4

Hour of Collision	Collisions
Midnight to 0:59 a.m.	11
1 to 1:59 a.m.	12
2 to 2:59 a.m.	10
3 to 3:59 a.m.	5
4 to 4:59 a.m.	7
5 to 5:59 a.m.	5
6 to 6:59 a.m.	7
7 to 7:59 a.m.	9
8 to 8:59 a.m.	20
9 to 9:59 a.m.	10
10 to 10:59 a.m.	8
11 to 11:59 a.m.	8
Noon to 0:59 p.m.	20
1 to 1:59 p.m.	17
2 to 2:59 p.m.	16
3 to 3:59 p.m.	25
4 to 4:59 p.m.	29
5 to 5:59 p.m.	20
6 to 6:59 p.m.	22
7 to 7:59 p.m.	14
8 to 8:59 p.m.	16
9 to 9:59 p.m.	12
10 to 10:59 p.m.	17
11 to 11:59 p.m.	11
Not Stated	1
Total	**332**

Pedestrians Injured or Killed by Hour of Collision

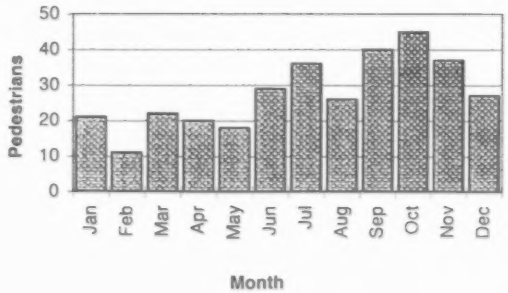


Pedestrians Injured or Killed by Month

Table 9.5

Month	Collisions
January	21
February	11
March	22
April	20
May	18
June	29
July	36
August	26
September	40
October	45
November	37
December	27
Total	**332**

Pedestrians Injured or Killed by Month



Alcohol

Contents:

			Page
Figure	10.1	Number of Collisions and Victims Involving Alcohol by Year	69
	10.2	Per cent of Collisions and Victims Involving Alcohol by Year	70
	10.3	Alcohol-Involved Collisions by Month and Year	71
	10.4	Injuries Due to Alcohol-Involved Collisions by Month and Year	72
	10.5	Deaths Due to Alcohol-Involved Collisions by Month and Year	73
	10.6	Collisions Involving Drinking Drivers by Day of Week	74
	10.7	Collisions Involving Drinking Drivers by Time of Day	74
	10.8	2008 Drinking Drivers by Driver Age	76
	10.9	2008 Injury Classification by Alcohol Involvement	76
Table	10.1	Number of Collisions and Victims Involving Alcohol by Year	69
	10.2	Per cent of Collisions and Victims Involving Alcohol by Year	70
	10.3	Alcohol-Involved Collisions by Month and Year	71
	10.4	Injuries Due to Alcohol-Involved Collisions by Month and Year	72
	10.5	Deaths Due to Alcohol-Involved Collisions by Month and Year	73
	10.6	Collisions Involving a Drinking Driver	75
	10.7	Collisions Involving Pedestrians or Bicyclists That Had Been Drinking	75
	10.8	Injury Classification of Vehicle Occupants by Alcohol Involvement	76
	10.9	2008 Drinking Drivers by Gender and Severity of Collision	77
	10.10	Drinking Drivers In Collisions by Gender by Year	78
	10.11	Drinking Drivers In Collisions by Collision Severity by Year	78

Alcohol

Drinking and driving remains the number one contributing factor in fatal collisions in Saskatchewan. SGI continues to work on solutions to help resolve this important traffic safety issue. There are serious consequences for drinking and driving.

Driver licence suspension periods apply if a driver is convicted of driving with a blood alcohol level over .08, impaired driving or failure to provide a breath sample. In Saskatchewan, the first conviction of any of the above offences will result in a driver's licence suspension for a period of one year. A second offence results in a three-year licence suspension and any subsequent offence results in a five-year licence suspension. Fines for these offences start at $600, with no maximum.

If a driver is at fault for a collision while driving impaired, they have no insurance coverage for damage to their vehicle or to the vehicles or property of others involved.

Before a driver's licence can be reinstated, the driver must attend a mandatory addiction screening and assessment, and complete any education or recovery program recommended by their addictions counsellor.

Drinking and driving offenders who have successfully completed their required addiction screening and all education or recovery programs may be eligible to participate in the Ignition Interlock Program.

Administrative Sanctions

New drivers who consume any amount of alcohol and drive receive a 30-day suspension and must attend a Driving Without Impairment (DWI) course for the first occurrence. Subsequent occurrences result in a 90-day suspension, mandatory addictions screening and an education or recovery program recommended by a drug and alcohol counsellor. These all must be completed before the driver's licence will be reinstated.

Experienced drivers with a blood alcohol level over .04 receive a 24-hour driver's licence suspension. A second 24-hour suspension is extended to a 15-day driver's licence suspension. The driver is also required to attend a DWI course if a second 24-hour suspension is incurred. Subsequent occurrences result in a 90-day suspension, addictions screening and a recommended education or recovery program.

All drivers who are charged with a blood alcohol level exceeding .08 or refusing a breath test will be subject to a 90-day suspension. The individual receives an immediate 24-hour suspension and seven-day driving permit if the driver has a valid driver's licence. The 90-day administrative suspension begins after the expiry of the seven-day driving permit.

Police now have a new tool for detecting impairment. The Standardized Field Sobriety Test (SFST) is a series of tests that detect if a driver is impaired by alcohol and/or drugs. Failing or refusing to take the SFST results in an immediate 24-hour driver's licence suspension.

Number of Collisions and Victims Involving Alcohol by Year

Table 10.1

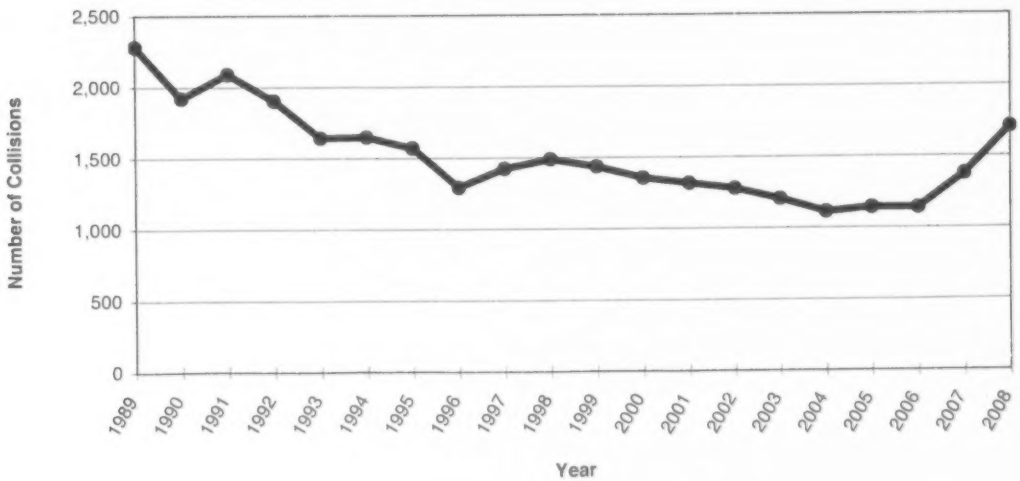
	Number of Collisions				Number of Victims		
Year	Property Damage Only	Personal Injury	Fatal	Total	Injured	Killed	Total
1989	1,490	724	68	2,282	1,250	76	1,326
1990	1,261	604	57	1,922	1,033	64	1,097
1991	1,337	682	71	2,090	1,189	82	1,271
1992	1,192	659	52	1,903	1,237	61	1,298
1993	958	632	52	1,642	1,105	63	1,168
1994	966	636	46	1,648	1,123	51	1,174
1995	975	542	53	1,570	973	58	1,031
1996	765	494	33	1,292	888	42	930
1997	826	553	44	1,423	1,050	55	1,105
1998	888	555	46	1,489	1,000	54	1,054
1999	845	530	61	1,436	968	83	1,051
2000	788	531	36	1,355	928	44	972
2001	804	449	63	1,316	817	74	891
2002	746	489	43	1,278	799	46	845
2003	701	451	53	1,205	776	58	834
2004	628	444	40	1,112	777	49	826
2005	717	389	35	1,141	649	39	688
2006	715	383	42	1,140	714	43	757
2007	876	459	41	1,376	849	45	894
2008	1,083	558	63	1,704	987	74	1,061

Minimum reporting limits for property damage only collisions were $200 prior to 1984, $500 as of Jan. 1, 1984 and $1,000 as of Jan. 1, 1993.

Alcohol involvement in fatal traffic collisions is confirmed through the reporting police agency and Coroner's Office after all investigation and lab testing has been completed. This procedure is not done for injury and property damage only collisions.

Alcohol Involved Collisions by Year

Figure 10.1



Per cent of Collisions and Victims Involving Alcohol by Year

Table 10.2

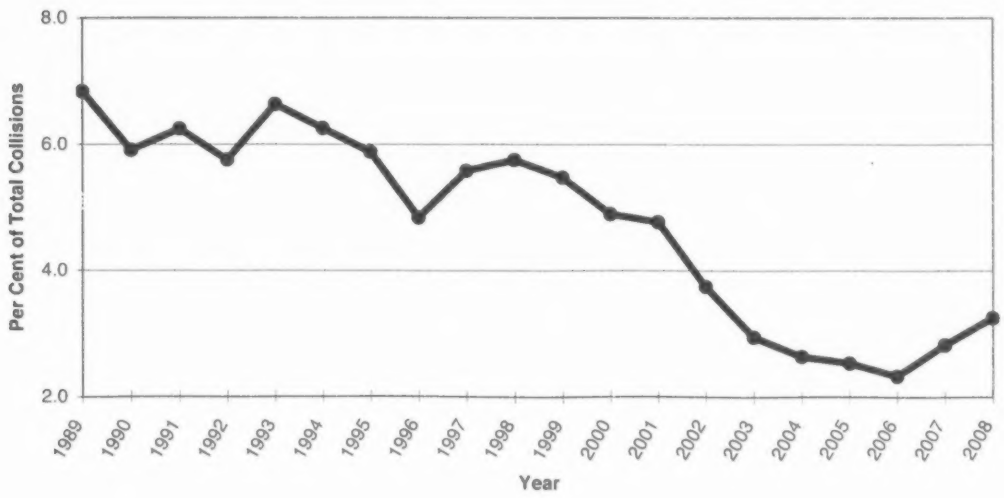
	Per cent of Collisions				Per cent of Victims		
Year	Property Damage Only	Personal Injury	Fatal	Total	Injured	Killed	Total
1989	5.4	13.2	42.0	6.8	15.4	39.6	16.0
1990	4.6	11.4	42.3	5.9	13.5	42.2	14.1
1991	4.7	13.2	47.0	6.2	15.6	48.0	16.3
1992	4.3	12.6	40.9	5.8	15.6	42.7	16.0
1993	5.0	11.6	39.6	6.6	13.8	41.8	14.4
1994	4.7	11.4	34.3	6.3	13.8	33.8	14.1
1995	4.5	10.9	40.0	5.9	13.1	37.6	13.6
1996	3.5	10.6	32.1	4.8	13.1	31.9	13.4
1997	4.1	10.9	33.8	5.6	13.8	33.5	14.3
1998	4.3	11.3	36.2	5.8	13.9	36.7	14.4
1999	4.1	9.9	40.7	5.5	12.2	43.9	12.9
2000	3.5	10.0	26.3	4.9	11.9	29.1	12.3
2001	3.6	9.2	45.0	4.8	11.8	44.3	12.5
2002	2.6	9.8	35.0	3.7	11.1	33.6	11.5
2003	2.0	8.4	39.0	2.9	10.2	39.2	10.8
2004	1.7	8.4	38.1	2.6	10.4	38.9	10.9
2005	1.8	7.7	28.2	2.5	9.2	28.7	9.6
2006	1.6	7.8	33.3	2.3	10.5	30.1	10.9
2007	2.0	9.2	32.5	2.8	12.5	31.5	12.9
2008	2.3	10.9	47.7	3.3	14.0	47.4	14.7

Minimum reporting limits for property damage only collisions were $200 prior to 1984, $500 as of Jan. 1, 1984 and $1,000 as of Jan. 1, 1993.

Alcohol involvement in fatal traffic collisions is confirmed with the reporting police agency and Coroner's Office after all investigation and lab testing has been completed. This procedure is not done for injury and property damage only collisions.

Per cent of Alcohol Involved Collisions by Year

Figure 10.2



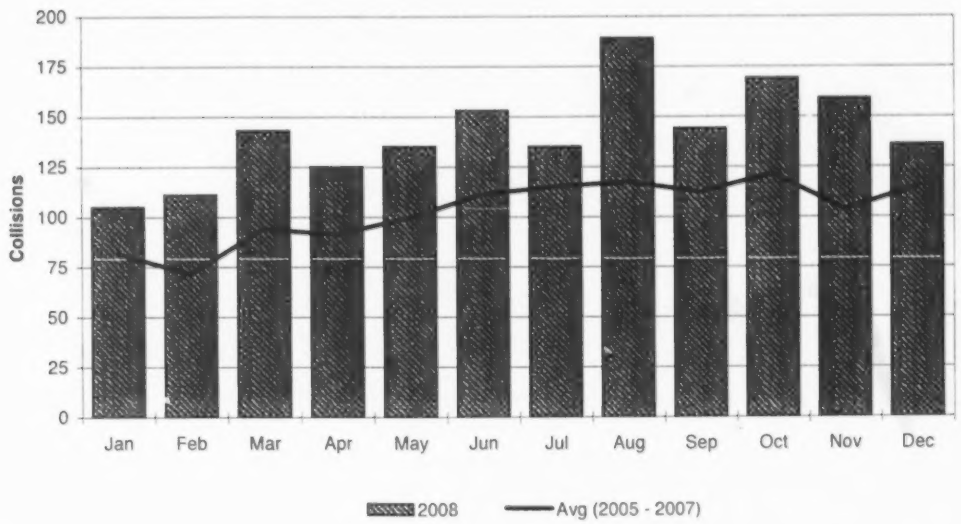
Alcohol-Involved Collisions by Month and Year

Table 10.3

Month	2003	2004	2005	2006	2007	Average 2005-2007	2008	% Change
January	75	90	84	75	86	81.7	105	28.6
February	80	60	63	76	76	71.7	111	54.9
March	88	88	81	80	121	94.0	143	52.1
April	91	92	76	99	99	91.3	125	36.9
May	100	100	86	103	110	99.7	135	35.5
June	114	103	93	103	138	111.3	153	37.4
July	121	124	142	98	105	115.0	135	17.4
August	120	91	125	110	117	117.3	189	61.1
September	109	95	89	94	154	112.3	144	28.2
October	113	106	111	121	132	121.3	169	39.3
November	86	91	79	107	125	103.7	159	53.4
December	116	86	122	88	134	114.7	136	18.6
Totals	**1,213**	**1,126**	**1,151**	**1,154**	**1,397**	**1,234.0**	**1,704**	**38.1**

Alcohol-Involved Collisions by Month

Figure 10.3



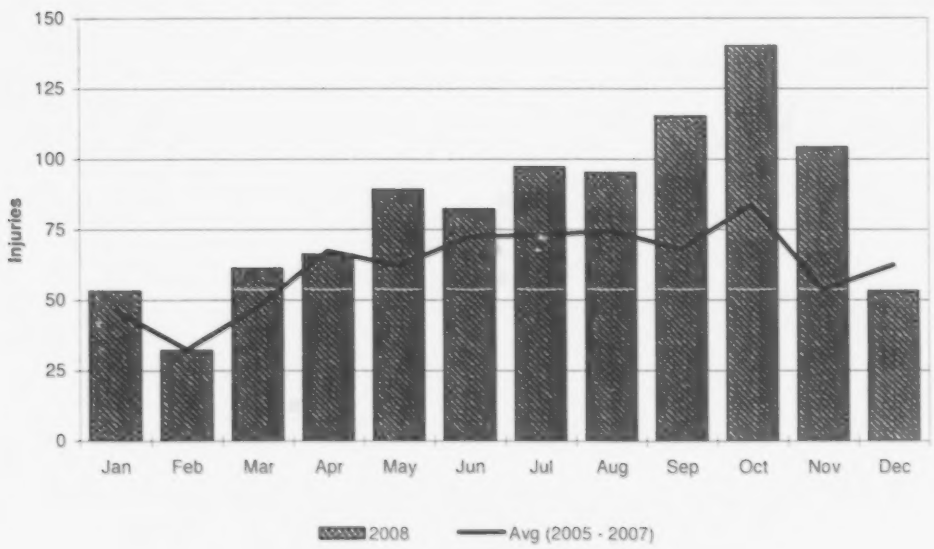
Injuries Due to Alcohol-Involved Collisions by Month and Year

Table 10.4

Month	2003	2004	2005	2006	2007	Average 2005-2007	2008	% Change
January	30	37	52	34	53	46.3	53	14.4
February	38	38	22	40	35	32.3	32	-1.0
March	50	51	47	42	53	47.3	61	28.9
April	50	88	40	75	87	67.3	66	-2.0
May	77	78	48	60	78	62.0	89	43.5
June	95	78	35	81	101	72.3	82	13.4
July	76	90	101	69	49	73.0	97	32.9
August	91	75	75	76	72	74.3	95	27.8
September	85	60	47	60	97	68.0	115	69.1
October	94	77	67	93	91	83.7	140	67.3
November	40	74	49	53	59	53.7	104	93.8
December	58	40	70	38	79	62.3	53	-15.0
Totals	**784**	**786**	**653**	**721**	**854**	**742.7**	**987**	**32.9**

Injuries Due to Alcohol-Involved Collisions by Month

Figure 10.4



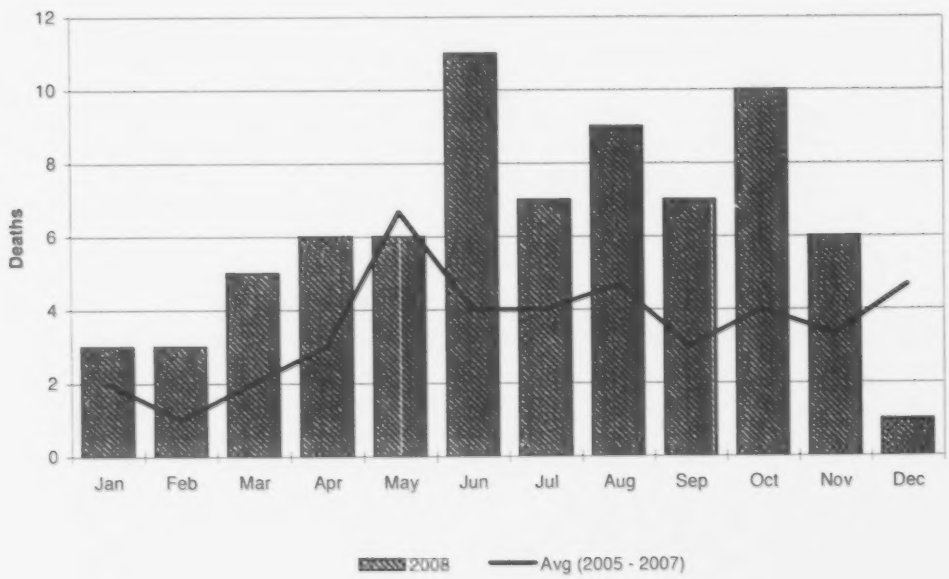
Deaths Due to Alcohol-Involved Collisions by Month and Year

Table 10.5

Month	2003	2004	2005	2006	2007	Average 2005-2007	2008	% Change
January	4	2	1	4	1	2.0	3	50.0
February	4	1	0	3	0	1.0	3	200.0
March	2	5	0	1	5	2.0	5	150.0
April	2	5	2	4	3	3.0	6	100.0
May	3	2	7	8	5	6.7	6	-10.0
June	12	2	6	0	6	4.0	11	175.0
July	5	7	4	5	3	4.0	7	75.0
August	9	6	5	3	6	4.7	9	92.9
September	3	7	3	4	2	3.0	7	133.3
October	9	7	2	3	7	4.0	10	150.0
November	2	4	2	3	5	3.3	6	80.0
December	3	1	7	5	2	4.7	1	-78.6
Totals	**58**	**49**	**39**	**43**	**45**	**42.3**	**74**	**74.8**

Deaths Due to Alcohol-Involved Collisions by Month

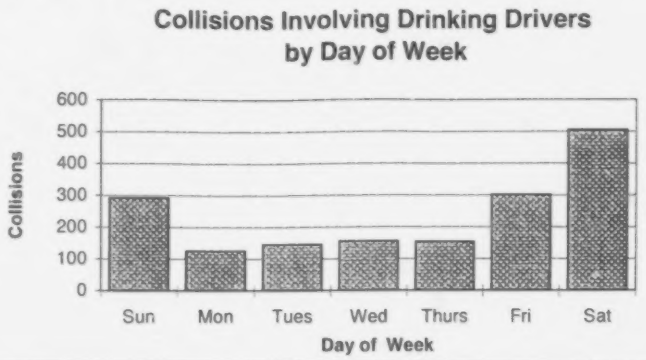
Figure 10.5



Collisions Involving Drinking Drivers by Day of Week

Figure 10.6

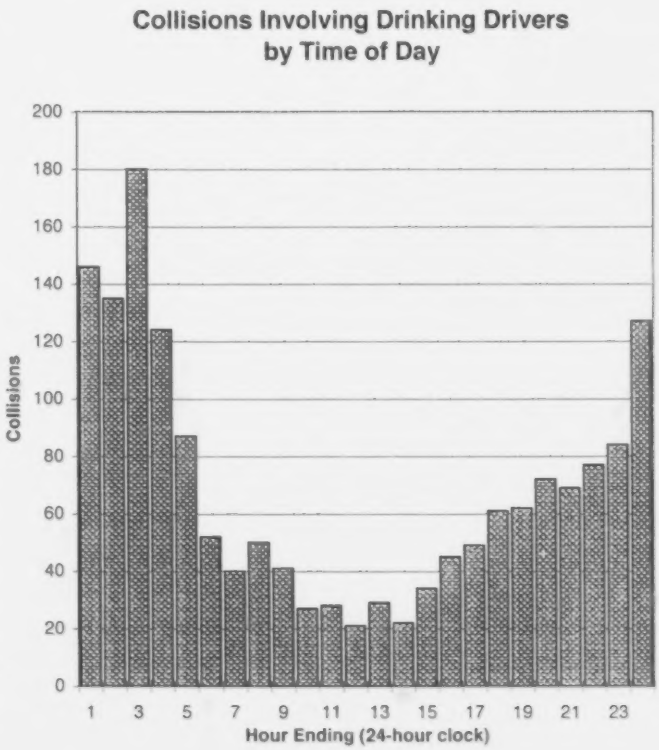
Day of the Week	Collisions
Sunday	292
Monday	125
Tuesday	145
Wednesday	155
Thursday	153
Friday	301
Saturday	504
TOTAL	**1,675**



Collisions Involving Drinking Drivers by Time of Day

Figure 10.7

Time of Day	
Midnight to 0:59 a.m.	146
1 to 1:59 a.m.	135
2 to 2:59 a.m.	180
3 to 3:59 a.m.	124
4 to 4:59 a.m.	87
5 to 5:59 a.m.	52
6 to 6:59 a.m.	40
7 to 7:59 a.m.	50
8 to 8:59 a.m.	41
9 to 9:59 a.m.	27
10 to 10:59 a.m.	28
11 to 11:59 a.m.	21
Noon to 0:59 p.m.	29
1 to 1:59 p.m.	22
2 to 2:59 p.m.	34
3 to 3:59 p.m.	45
4 to 4:59 p.m.	49
5 to 5:59 p.m.	61
6 to 6:59 p.m.	62
7 to 7:59 p.m.	72
8 to 8:59 p.m.	69
9 to 9:59 p.m.	77
10 to 10:59 p.m.	84
11 to 11:59 p.m.	127
Time not stated	13
TOTAL	**1,675**



Collisions Involving a Drinking Driver

Table 10.6

	Number of Collisions				Number of Victims		
Year	Property Damage	Personal Injury	Fatal	Total	Injured	Killed	Total
1989	1,490	724	68	2,282	1,250	76	1,326
1990	1,261	604	57	1,922	1,033	64	1,097
1991	1,337	682	71	2,090	1,189	82	1,271
1992	1,192	659	52	1,903	1,237	61	1,298
1993	958	632	52	1,642	1,105	63	1,168
1994	966	636	46	1,648	1,123	51	1,174
1995	975	542	53	1,570	973	58	1,031
1996	765	494	33	1,292	888	42	930
1997	826	553	44	1,423	1,050	55	1,105
1998	888	555	46	1,489	1,000	54	1,054
1999	845	530	61	1,436	968	83	1,051
2000	788	531	36	1,355	928	44	972
2001	804	449	63	1,316	817	74	891
2002	746	489	43	1,278	799	46	845
2003	701	451	53	1,205	776	58	834
2004	628	444	40	1,112	777	49	826
2005	717	389	35	1,141	649	39	688
2006	715	383	42	1,140	714	43	757
2007	876	459	41	1,376	849	45	894
2008	1,081	535	59	1,675	962	70	1,032

Collisions Involving Pedestrians or Bicyclists That Had Been Drinking

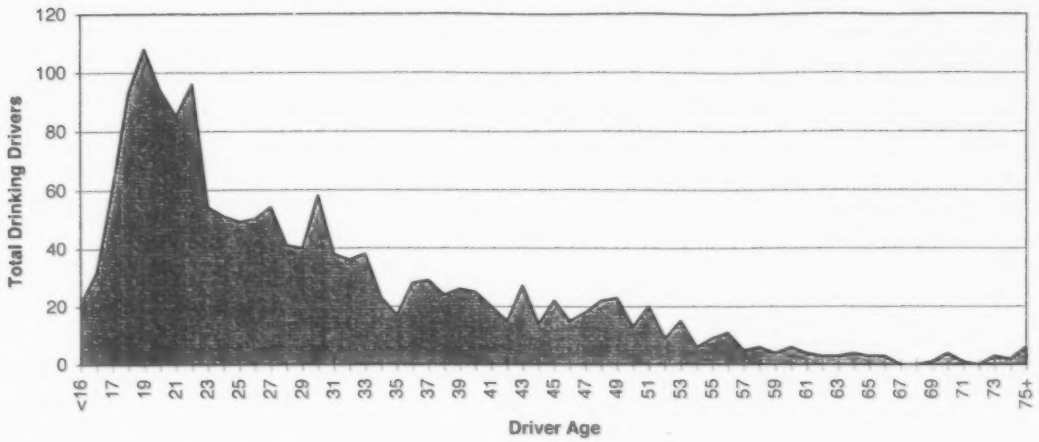
Table 10.7

	Number of Collisions				Number of Victims		
Year	Property Damage	Personal Injury	Fatal	Total	Injured	Killed	Total
1989	1	5	0	6	5	0	5
1990	0	2	1	3	3	1	4
1991	0	26	13	39	30	13	43
1992	0	26	3	29	26	3	29
1993	1	26	8	35	28	8	36
1994	0	22	10	32	23	10	33
1995	2	18	3	23	20	3	23
1996	1	14	4	19	14	4	18
1997	2	16	5	23	17	5	22
1998	2	14	8	24	17	8	25
1999	3	26	5	34	27	5	32
2000	0	22	5	27	23	5	28
2001	1	18	7	26	22	7	29
2002	2	22	5	29	23	5	28
2003	2	29	6	37	34	6	40
2004	5	23	6	34	24	6	30
2005	2	23	8	33	23	8	31
2006	6	36	3	45	36	3	39
2007	3	27	2	32	28	2	30
2008	8	32	5	45	34	5	39

Pedestrian contributing factors were not recorded prior to 1991 and bicyclist statistics are not available prior to 1988.

2008 Drinking Drivers by Driver Age

Figure 10.8



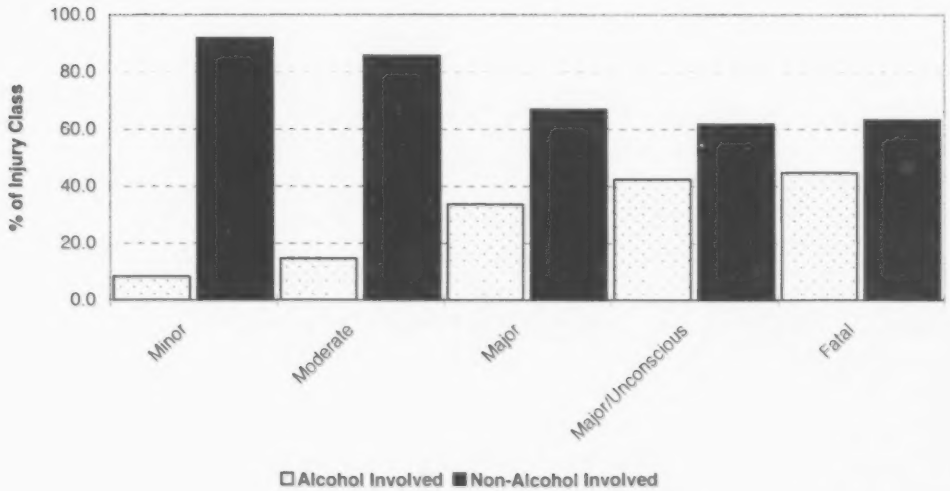
2008 Injury Classification of Vehicle Occupants by Alcohol Involvement

Table 10.8

Injury Classification	Occupants of a Drinking Driver Yes	Occupants of a Drinking Driver No	All Vehicle Occupants	% with Alcohol
Minor	358	3,970	4,326	8.3
Moderate	231	1,351	1,579	14.6
Major	109	217	325	33.5
Major/Unconscious	22	32	52	42.3
Fatal	58	82	130	44.6
Total	**778**	**5,652**	**6,430**	**12.1**

Injury Class by Alcohol Involvement

Figure 10.9



2008 Drinking Drivers by Gender and Severity of Collision

Table 10.9

Age	Driver Gender				Collision Severity			
	Male	Female	Not Stated	Total	PD* Only	Personal Injury	Fatal	Total
<16	12	9	0	21	12	7	2	21
16	20	12	0	32	18	12	2	32
17	41	19	0	60	41	17	2	60
18	72	21	0	93	60	32	1	93
19	79	29	0	108	58	46	4	108
20	65	28	1	94	65	23	6	94
21	66	19	0	85	57	25	3	85
22	77	19	0	96	69	24	3	96
23	41	12	1	54	34	18	2	54
24	37	14	0	51	25	26	0	51
25	39	10	0	49	32	16	1	49
26	38	12	0	50	35	14	1	50
27	44	9	1	54	37	17	0	54
28	33	8	0	41	26	13	2	41
29	31	9	0	40	19	17	4	40
30	40	17	1	58	37	21	0	58
31	28	10	0	38	23	13	2	38
32	28	7	1	36	27	9	0	36
33	23	15	0	38	28	8	2	38
34	20	3	0	23	14	7	2	23
35	11	6	0	17	11	4	2	17
36	21	6	1	28	15	13	0	28
37	21	8	0	29	16	10	3	29
38	17	7	0	24	16	6	2	24
39	18	8	0	26	17	9	0	26
40	18	7	0	25	20	5	1	26
41	13	7	0	20	12	8	0	20
42	13	2	0	15	6	8	1	15
43	18	9	0	27	19	8	0	27
44	11	3	0	14	7	6	1	14
45	16	6	0	22	15	5	2	22
46	9	6	0	15	10	5	0	15
47	16	2	0	18	7	11	0	18
48	17	5	0	22	11	11	0	22
49	16	7	0	23	14	7	2	23
50	11	2	0	13	10	3	0	13
51	18	2	0	20	11	9	0	20
52	8	1	0	9	5	4	0	9
53	10	5	0	15	9	5	1	15
54	5	1	0	6	5	1	0	6
55	8	1	0	9	4	4	1	9
56	10	1	0	11	6	5	0	11
57	4	1	0	5	3	2	0	5
58	6	0	0	6	6	0	0	6
59	3	1	0	4	4	0	0	4
60	3	3	0	6	5	1	0	6
61	3	1	0	4	1	3	0	4
62	2	1	0	3	2	0	1	3
63	2	1	0	3	3	0	0	3
64	4	0	0	4	3	1	0	4
65	3	0	0	3	1	2	0	3
66	2	1	0	3	2	0	1	3
67	0	0	0	0	0	0	0	0
68	0	0	0	0	0	0	0	0
69	0	1	0	1	0	1	0	1
70	4	0	0	4	2	1	1	4
71	1	0	0	1	1	0	0	1
72	0	0	0	0	0	0	0	0
73	1	2	0	3	1	2	0	3
74	2	0	0	2	1	1	0	2
75	1	0	0	1	1	0	0	1
76	1	0	0	1	1	0	0	1
77	1	0	0	1	0	0	1	1
78	2	0	0	2	2	0	0	2
79	0	0	0	0	0	0	0	0
80	0	0	0	0	0	0	0	0
81	1	0	0	1	0	1	0	1
82	0	0	0	0	0	0	0	0
83	0	0	0	0	0	0	0	0
84	0	0	0	0	0	0	0	0
85	0	0	0	0	0	0	0	0
86	0	0	0	0	0	0	0	0
87	0	0	0	0	0	0	0	0
88	0	0	0	0	0	0	0	0
89	0	0	0	0	0	0	0	0
90	0	0	0	0	0	0	0	0
91 +	0	0	0	0	0	0	0	0
NS**	2	1	96	99	59	7	1	67
Total	1,187	397	102	1,686	1061	534	60	1,655

*PD Only = Property Damage Only Collision

** NS is where the driver age is not stated.

Drinking Drivers in Collisions by Gender by Year

Table 10.10

	2006				2007				2008			
Age	Male	Female	Not Stated	Total	Male	Female	Not Stated	Total	Male	Female	Not Stated	Total
<16	6	4	0	10	6	2	0	8	12	9	0	21
16	26	15	0	41	25	13	0	38	20	12	0	32
17	24	10	1	35	42	13	0	55	41	19	0	60
18	40	25	3	68	65	11	0	76	72	21	0	93
19	45	22	2	69	75	25	0	100	79	29	0	108
20	40	34	3	77	58	15	0	73	65	28	1	94
21	43	15	3	61	58	14	0	72	66	19	0	85
22	32	35	4	71	50	11	0	61	77	19	0	96
23	31	12	3	46	49	15	0	64	41	12	1	54
24	29	18	3	50	42	8	0	50	37	14	0	51
25 - 34	168	81	5	254	261	77	0	338	324	100	3	427
35 - 44	95	57	11	163	153	57	0	210	161	63	1	225
45 - 54	68	35	2	105	99	36	0	135	126	37	0	163
55 - 64	24	11	2	37	37	11	0	48	45	10	0	55
65 - 74	13	4	0	17	12	5	0	17	13	4	0	17
75 >	5	0	0	5	3	1	0	4	6	0	0	6
NS *	33	11	3	47	2	1	64	67	2	1	96	99
Total	722	389	45	1,156	1,037	315	64	1,416	1,187	397	102	1,686

Drinking Drivers in Collisions by Collision Severity by Year

Table 10.11

	2006				2007				2008			
Age	Property Damage	Personal Injury	Fatal	Total	Property Damage	Personal Injury	Fatal	Total	Property Damage	Personal Injury	Fatal	Total
<16	6	4	0	10	5	2	1	8	12	7	2	21
16	26	15	0	41	26	11	1	38	18	12	2	32
17	24	10	1	35	33	20	2	55	41	17	2	60
18	40	25	3	68	47	28	2	77	60	32	1	93
19	45	22	2	69	63	35	2	100	58	46	4	108
20	40	34	3	77	40	31	2	73	65	23	6	94
21	43	15	3	61	42	29	1	72	57	25	3	85
22	32	35	4	71	40	19	2	61	69	24	3	96
23	31	12	3	46	39	23	2	64	34	18	2	54
24	29	18	3	50	33	14	2	49	25	26	0	51
25 - 34	168	81	5	254	223	105	6	334	278	135	14	427
35 - 44	95	57	11	163	129	71	9	209	139	77	10	226
45 - 54	68	35	2	105	77	53	5	135	97	61	5	163
55 - 64	24	11	2	37	32	14	2	48	37	16	2	55
65 - 74	13	4	0	17	10	6	1	17	8	7	2	17
75 >	5	0	0	5	3	2	0	5	4	1	1	6
NS *	33	11	3	47	53	6	1	60	59	7	1	67
Total	722	389	45	1,156	895	469	41	1,405	1,061	534	60	1,655

* NS is where the driver age is not stated.

Traffic Collision Statistics

Contents:

			Page
Figure	11.1	Traffic Collision Rates by Rural Municipality	114
Table	11.1	2008 Traffic Collision Statistics by Highway Control Section	81
	11.2	2008 Traffic Collision Statistics by Urban Communities with a Population of 5,000 or More	99
	11.3	2008 Pedestrian Collisions in Urban Communities with a Population of 5,000 or More	100
	11.4	2008 Bicycle Collisions in Urban Communities with a Population of 5,000 or More	100
	11.5	2008 Alcohol-Involved Collisions in Urban Communities with a Population of 5,000 or More	100
	11.6	Traffic Collision Statistics by Intersection – Three Cities	101
	11.7	2008 Traffic Collision Statistics by Urban Communities with a Population Between 250 and 5,000	102
	11.8	2008 Traffic Collision Statistics by Rural Municipality	107

Traffic Collision Statistics

Table 11.1 is a detailed summary of all provincial highways in the province. The length of each section of highway, along with the average daily traffic (ADT) on that section, is used to calculate travel (kilometres in millions) and a collision rate (collisions per million vehicle kilometres) for each section.

Tables 11.2 and 11.3 summarize collisions by community, and Table 11.8 shows a similar summary by rural municipality. Collision rates are calculated based on populations, as well as travel, where applicable.

2008 Quick Facts:

- The collision rate for all provincial highways is 1.48 collisions per million vehicle kilometres (Mvkm).
- The average number of collisions per 100 people for communities with a population:
  - of 5,000 or more is 4.90
  - of 250 to 4,999 is 1.27
  - under 250 is 1.40
- Regina and Saskatoon combined account for 40 per cent of the province's population and 44 per cent of the collisions.
- Regina recorded 9,489 collisions, 1,455 injuries and seven deaths in 2008.
- Saskatoon recorded 13,215 collisions, 1,589 injuries and five deaths in 2008.
- Alcohol was a factor in 1,647 traffic collisions in Saskatchewan during 2008.
- The collision rate for all rural municipalities is 4.19 collisions per 100 people and 2.57 collisions per million vehicle kilometres.

2008 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
1-00	Hwy 1 Section Not Known	0.0	0	0.00	144	1	0	145	0.00	1	0
1-01	Manitoba Border - Moosomin	19.9	3,681	26.76	13	1	0	14	0.52	1	0
1-02	Moosomin - Whitewood	47.2	3,714	63.96	22	9	0	31	0.48	9	0
1-03	Whitewood - Broadview	23.9	4,443	38.68	15	2	0	17	0.44	4	0
1-04	Broadview - Grenfell	25.0	4,141	37.72	22	9	0	31	0.82	13	0
1-05	Grenfell - Indian Head	57.2	4,404	91.96	31	11	2	44	0.48	16	2
1-06	Indian Head - Qu'Appelle	13.8	5,330	26.91	12	5	0	17	0.63	7	0
1-07	Qu'Appelle - Balgonie	30.2	6,133	67.67	36	11	1	48	0.71	19	1
1-08	Balgonie - Regina	18.4	15,979	107.55	69	16	2	87	0.81	30	2
1-10	Regina - Jct Hwy 39	56.6	9,640	199.01	95	28	1	124	0.62	35	1
1-11	Jct Hwy 39- Moose Jaw	4.8	11,299	19.84	14	4	0	18	0.91	5	0
1-12	Moose Jaw - N Jct Hwy 2	5.5	7,082	14.32	4	3	0	7	0.49	7	0
1-13	N Jct Hwy 2 - Mortlach	45.3	5,261	86.98	55	4	0	59	0.68	5	0
1-14	Mortlach - Chaplin	36.0	4,254	55.92	22	7	0	29	0.52	11	0
1-15	Chaplin - W Jct Hwy 19	25.6	4,156	38.80	16	3	0	19	0.49	10	0
1-16	W Jct Hwy 19 - Rush Lake	32.6	4,578	54.55	19	13	1	33	0.60	18	1
1-17	Rush Lake - Swift Current	30.6	5,403	60.25	41	4	1	46	0.76	5	1
1-18	Swift Current - Jct Hwy 32	9.3	7,597	25.70	19	5	0	24	0.93	6	0
1-19	Jct Hwy 32 - Gull Lake	46.3	4,655	78.68	31	9	0	40	0.51	10	0
1-20	Gull Lake - Sidewood	34.3	4,490	56.13	32	6	0	38	0.68	8	0
1-21	Sidewood - Maple Creek	38.9	4,437	62.92	31	3	0	34	0.54	6	0
1-22	Maple Creek - Alberta Border	39.6	4,803	69.43	21	8	1	30	0.43	14	1
	Subtotal - Hwy 1	**640.9**		**1283.73**	**764**	**162**	**9**	**935**	**0.73**	**240**	**9**
2-00	Hwy 2 Section Not Known	0.0	0	0.00	156	0	0	156	0.00	0	0
2-01	U.S. Border - Rockglen	49.3	112	2.02	9	0	0	9	4.46	0	0
2-02	Rockglen - Assiniboia	53.5	439	8.59	17	2	0	19	2.21	4	0
2-03	Assiniboia - Jct Hwy 43	27.7	1,198	12.11	9	2	0	11	0.91	2	0
2-04	Jct Hwy 43 - Jct Hwy 36	44.4	1,065	17.25	16	1	0	17	0.99	2	0
2-05	Jct Hwy 36 - Moose Jaw S	26.9	1,681	16.51	20	2	1	23	1.39	5	1
2-06	Moose Jaw S - Moose Jaw N	6.9	3,325	8.34	8	0	0	8	0.96	0	0
2-07	Moose Jaw N - Tuxford	17.9	3,057	19.95	12	4	0	16	0.80	4	0
2-08	Tuxford - Chamberlain	33.3	1,802	21.87	20	4	0	24	1.10	4	0
2-09	Findlater - Liberty	33.6	450	5.52	11	0	0	11	1.99	0	0
2-10	Liberty - Imperial	29.3	593	6.34	12	1	0	13	2.05	1	0
2-11	Imperial - Watrous	36.0	929	12.19	21	3	0	24	1.97	4	0
2-12	Watrous - Young	23.1	1,150	9.68	30	0	0	30	3.10	0	0
2-13	Young - Jct Hwy 16	22.0	1,023	8.21	14	1	0	15	1.83	4	0
2-14	Jct Hwy 16 - S Jct Hwy 5	19.9	484	3.52	9	1	0	10	2.84	2	0
2-15	S Jct Hwy 5 - Jct Hwy 27	21.6	881	6.95	13	0	0	13	1.87	0	0
2-16	Jct Hwy 27 - Wakaw	35.3	618	7.95	15	1	0	16	2.01	1	0
2-17	Wakaw - St Louis	32.9	1,151	13.80	18	2	1	21	1.52	3	1
2-18	St. Louis - Prince Albert	26.3	1,647	15.78	27	5	0	32	2.03	6	0
2-19	Prince Albert S - Jct Hwy 55	4.4	7,128	11.42	6	0	0	6	0.53	0	0
2-20	Jct Hwy 55 - Christopher Lake	37.2	4,643	63.03	54	15	0	69	1.09	23	0
2-21	Christopher Lake - Jct Hwy 264	37.0	1,581	21.37	15	0	0	15	0.70	0	0
2-22	Jct Hwy 264 - Weyakwin Lake	45.7	869	14.50	11	1	0	12	0.83	4	0
2-23	Weyakwin Lake - Jct Hwy 165	85.7	722	22.58	15	3	0	18	0.80	5	0
2-24	Jct Hwy 165 - La Ronge	32.4	1,555	18.38	20	5	1	26	1.41	16	1
	Subtotal - Hwy 2	**782.0**		**347.85**	**558**	**53**	**3**	**614**	**1.77**	**90**	**3**
3-00	Hwy 3 Section Not Known	0.0	0	0.00	83	0	0	83	0.00	0	0
3-01	Manitoba Border - Erwood	35.4	128	1.65	5	1	0	6	3.64	1	0
3-02	Erwood - Hudson Bay	14.1	676	3.47	3	0	0	3	0.87	0	0
3-03	Hudson Bay - Prairie River	40.9	593	8.86	17	0	0	17	1.92	0	0

2008 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
3-04	Prairie River - S Jct Hwy 23	53.3	498	9.69	13	2	0	15	1.55	7	0
3-05	S Jct Hwy 23 - Tisdale	21.4	1,664	13.00	6	1	0	7	0.54	1	0
3-06	Tisdale - Melfort	36.7	2,261	30.32	24	1	0	25	0.82	2	0
3-07	Melfort - Kinistino	29.1	1,968	20.92	13	1	0	14	0.67	2	0
3-08	Kinistino - Birch Hills	27.3	1,999	19.91	11	2	0	13	0.65	3	0
3-09	Birch Hills - Prince Albert	33.1	3,071	37.08	25	9	0	34	0.92	12	0
3-11	Prince Albert - Shellbrook	43.1	3,602	56.65	47	7	0	54	0.95	11	0
3-12	Shellbrook - Cameo	10.3	1,538	5.77	8	2	0	10	1.73	4	0
3-13	Cameo - Shell Lake	46.6	735	12.49	24	7	0	31	2.48	9	0
3-14	Shell Lake - Spiritwood	24.6	1,096	9.85	42	1	0	43	4.37	1	0
3-15	Spiritwood - Glaslyn	55.5	802	16.24	37	4	0	41	2.52	4	0
3-16	Glaslyn - Turtleford	45.3	634	10.48	24	1	0	25	2.38	1	0
3-17	Jct Hwy 26 - N Sask. River	30.0	1,326	14.53	21	0	0	21	1.45	0	0
3-18	N Sask. River - Alberta Border	26.4	1,441	13.89	11	2	0	13	0.94	3	0
	Subtotal - Hwy 3	**573.1**		**284.81**	**414**	**41**	**0**	**455**	**1.60**	**61**	**0**
4-00	Hwy 4 Section Not Known	0.0	0	0.00	117	1	0	118	0.00	1	0
4-01	U.S. Border - Val Marie	31.3	113	1.29	6	2	0	8	6.22	2	0
4-02	Val Marie - Cadillac	54.7	203	4.05	7	0	0	7	1.73	0	0
4-03	Cadillac - Jct Hwy 43	26.3	650	6.24	14	2	0	16	2.57	3	0
4-04	Jct Hwy 43 - Swift Current	38.8	2,076	29.37	41	3	0	44	1.50	4	0
4-05	Swift Current - Sask. Landing	48.1	1,805	31.66	38	5	0	43	1.36	6	0
4-06	Sask. Landing - Sanctuary	41.7	1,383	21.04	15	2	0	17	0.81	6	0
4-07	Sanctuary - Elrose	23.5	1,350	11.59	8	5	0	13	1.12	6	0
4-08	Elrose - Rosetown	37.8	1,548	21.37	22	1	0	23	1.08	1	0
4-09	Rosetown - Jct Hwy 31	11.7	1,131	4.84	13	0	0	13	2.68	0	0
4-10	Jct Hwy 31 - Biggar	46.8	715	12.20	19	1	1	21	1.72	2	1
4-11	Biggar - Struan Grid	34.3	527	6.59	15	2	2	19	2.88	3	2
4-12	Struan Grid - Red Pheasant	20.9	562	4.28	8	2	0	10	2.34	3	0
4-13	Red Pheasant - Battleford	35.7	1,737	22.61	40	3	0	43	1.90	6	0
4-14	Battleford - Jct Hwy 26	21.0	5,839	44.84	17	7	0	24	0.54	19	0
4-15	Jct Hwy 26 - Cochin	17.3	2,501	15.75	24	1	0	25	1.59	2	0
4-16	Cochin - Glaslyn	29.6	1,435	15.48	29	2	1	32	2.07	4	1
4-17	Glaslyn - Meadow Lake	89.2	1,101	35.82	45	3	0	48	1.34	4	0
4-18	Meadow Lake - Jct Hwy 104	30.5	677	7.54	18	0	0	18	2.39	0	0
	Subtotal - Hwy 4	**638.9**		**296.56**	**496**	**42**	**4**	**542**	**1.83**	**72**	**4**
5-00	Hwy 5 Section Not Known	0.0	0	0.00	83	1	0	84	0.00	1	0
5-01	Togo - Kamsack	33.4	404	4.93	5	1	0	6	1.22	1	0
5-02	Kamsack - Canora	37.0	850	11.49	13	0	0	13	1.13	0	0
5-03	Canora - Invermay	54.7	681	13.60	9	3	0	12	0.88	3	0
5-04	Invermay - Wadena	46.5	810	13.74	11	3	0	14	1.02	4	0
5-05	Wadena - Watson	53.6	1,013	19.83	35	3	0	38	1.92	3	0
5-06	Watson - Humboldt	41.2	2,368	35.63	45	5	0	50	1.40	6	0
5-07	Humboldt - N Jct Hwy 2	43.2	2,354	37.15	36	2	0	38	1.02	5	0
5-08	S Jct Hwy 2 - Patience Lake	40.8	2,193	32.66	29	2	0	31	0.95	3	0
5-09	Patience Lake - Saskatoon	11.4	3,361	13.97	17	4	0	21	1.50	5	0
5-10	College Drive in Saskatoon	5.6	15,842	32.27	2	0	0	2	0.06	0	0
	Subtotal - Hwy 5	**367.5**		**215.27**	**285**	**24**	**0**	**309**	**1.44**	**31**	**0**
6-00	Hwy 6 Section Not Known	0.0	0	0.00	85	0	0	85	0.00	0	0
6-01	U.S. Border - Jct Hwy 18	16.4	292	1.75	4	0	0	4	2.28	0	0
6-02	Jct Hwy 18 - Jct Hwy 13	55.5	404	8.18	19	0	0	19	2.32	0	0
6-03	Jct Hwy 13 - S Jct Hwy 39	43.3	694	10.97	17	2	0	19	1.73	5	0
6-04	S Jct Hwy 39 - Regina South	38.1	4,086	56.81	22	7	1	30	0.53	15	2

2008 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
6-05	Regina South - Regina North	2.4	10,530	9.34	3	0	0	3	0.32	0	0
6-06	Regina North - Piapot FN	26.4	3,351	32.24	33	5	0	38	1.18	7	0
6-07	Piapot FN - Southey	24.2	2,236	19.77	22	2	0	24	1.21	4	0
6-08	Southey - Raymore	54.1	1,381	27.29	34	2	1	37	1.36	2	1
6-09	Raymore - Dafoe	38.0	1,094	15.19	21	5	0	26	1.71	6	0
6-10	Dafoe - Watson	43.0	1,026	16.11	18	1	0	19	1.18	1	0
6-11	Watson - Naicam	32.8	1,318	15.79	19	4	0	23	1.46	5	0
6-12	Naicam - Silver Park	26.6	1,323	12.83	26	2	0	28	2.18	3	0
6-13	Silver Park - Melfort	25.2	1,644	15.10	7	0	0	7	0.46	0	0
6-14	Melfort - Gronlid	32.6	947	11.27	14	1	0	15	1.33	1	0
6-15	Gronlid - Choiceland	43.3	242	3.83	13	1	0	14	3.66	1	0
	Subtotal - Hwy 6	**501.9**		**256.47**	**357**	**32**	**2**	**391**	**1.52**	**50**	**3**
7-00	Hwy 7 Section Not Known	0.0	0	0.00	76	0	0	76	0.00	0	0
7-01	Saskatoon - Jct Hwy 60	3.5	8,135	10.36	7	2	0	9	0.87	3	0
7-02	Jct Hwy 60 - Delisle	30.4	5,165	57.37	48	14	0	62	1.08	16	0
7-03	Delisle - Harris	37.9	2,773	38.31	38	8	1	47	1.23	13	1
7-04	Harris - Rosetown	36.4	2,908	38.60	36	3	4	43	1.11	10	6
7-05	Rosetown - Brock	52.4	2,482	47.45	51	5	0	56	1.18	7	0
7-06	Brock - Kindersley	31.0	2,813	31.87	23	7	0	30	0.94	9	0
7-07	Kindersley - Jct Hwy 307	21.2	2,602	20.12	10	1	0	11	0.55	2	0
7-08	Jct Hwy 307 - Alsask	40.0	1,802	26.33	20	5	2	27	1.03	7	3
	Subtotal - Hwy 7	**252.8**		**270.41**	**309**	**45**	**7**	**285**	**1.05**	**67**	**10**
8-00	Hwy 8 Section Not Known	0.0	0	0.00	28	0	0	28	0.00	0	0
8-01	U.S. Border - Carievale	19.9	250	1.81	9	2	0	11	6.07	2	0
8-02	Carievale - Redvers	45.6	423	7.04	19	0	0	19	2.70	0	0
8-03	Redvers - Fairlight	34.0	210	2.61	9	0	0	9	3.45	0	0
8-04	Fairlight - Moosomin	29.9	610	6.67	11	2	0	13	1.95	4	0
8-05	Moosomin - Qu'Appelle River	40.5	872	12.90	37	0	0	37	2.87	0	0
8-06	Qu'Appelle River - Langenburg	41.9	573	8.75	14	2	0	16	1.83	3	0
8-07	Langenburg - Wroxton	46.9	153	2.61	5	0	0	5	1.91	0	0
8-08	Wroxton - Kamsack	39.5	662	9.54	17	2	0	19	1.99	2	0
8-09	Kamsack - Pelly	32.3	1,108	13.06	6	3	0	9	0.69	4	0
8-10	Pelly - Norquay	41.4	160	2.42	3	0	0	3	1.24	0	0
	Subtotal - Hwy 8	**372.0**		**67.42**	**158**	**11**	**0**	**169**	**2.51**	**15**	**0**
9-00	Hwy 9 Section Not Known	0.0	0	0.00	86	0	0	86	0.00	0	0
9-01	U.S. Border - Jct Hwy 18	26.8	265	2.59	6	0	0	6	2.32	0	0
9-02	Jct Hwy 18 - Carlyle	46.9	1,479	25.31	37	2	0	39	1.54	6	0
9-03	Carlyle - Jct Hwy 48	43.5	1,730	27.45	32	1	0	33	1.20	2	0
9-04	Jct Hwy 48 - Whitewood	37.0	804	10.86	14	2	0	16	1.47	3	0
9-05	Whitewood - Qu'Appelle River	19.0	848	5.88	11	0	0	11	1.87	0	0
9-06	Qu'Appelle River - Jct Hwy 22	36.5	940	12.52	20	1	0	21	1.68	1	0
9-07	Jct Hwy 22 - Jct Hwy 15	21.3	1,026	7.97	10	1	0	11	1.38	2	0
9-08	Jct Hwy 15 - Yorkton	33.0	1,205	14.49	32	5	0	37	2.55	5	0
9-09	Yorkton - Canora	46.2	2,598	43.85	57	6	0	63	1.44	7	0
9-10	Canora - Jct Hwy 49	27.7	1,286	12.98	13	2	0	15	1.16	2	0
9-11	Jct Hwy 49 - Preeceville	20.0	1,097	8.00	19	1	0	20	2.50	1	0

2008 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
9-12	Preeceville - Usherville	31.0	490	5.54	12	0	0	12	2.17	0	0
9-13	Usherville - Bertwell	42.5	314	4.87	5	0	0	5	1.03	0	0
9-14	Bertwell - Hudson Bay	38.6	428	6.02	17	0	0	17	2.82	0	0
9-15	Hudson Bay - Manitoba Border	123.1	63	2.81	10	4	0	14	4.97	6	0
	Subtotal - Hwy 9	**593.0**		**191.16**	**381**	**25**	**0**	**406**	**2.12**	**35**	**0**
10-00	Hwy 10 Section Not Known	0.0	0	0.00	51	0	0	51	0.00	0	0
10-01	Manitoba Border - Wroxton	25.0	745	6.79	6	4	0	10	1.47	6	0
10-02	Wroxton - Yorkton	37.6	1,917	26.30	28	1	1	30	1.14	6	1
10-03	Yorkton - Melville	41.9	3,037	46.42	42	8	1	51	1.10	14	1
10-04	Melville - Jct Hwy 22	46.2	1,932	32.56	31	3	0	34	1.04	6	0
10-05	Jct Hwy 22 - Fort Qu'Appelle	26.0	2,728	25.91	20	5	2	27	1.04	13	2
10-06	Fort Qu'Appelle - Balgonie	46.5	3,737	63.41	58	8	2	68	1.07	15	2
	Subtotal - Hwy 10	**223.1**		**201.39**	**236**	**29**	**6**	**271**	**1.35**	**60**	**6**
11-00	Hwy 11 Section Not Known	0.0	0	0.00	183	0	0	183	0.00	0	0
11-01	Regina - Lumsden	25.9	11,166	105.60	60	19	0	79	0.75	24	0
11-02	Lumsden - Bethune	25.9	5,844	55.33	30	10	0	40	0.72	18	0
11-03	Bethune - E Jct Hwy 2	19.2	4,837	33.95	16	5	0	21	0.62	7	0
11-04	E Jct Hwy 2 - Aylesbury	24.7	5,031	45.28	29	8	0	37	0.82	14	0
11-05	Aylesbury - Davidson	45.4	5,270	87.24	31	9	0	40	0.46	24	0
11-06	Davidson - Kenaston	32.1	5,245	61.40	28	5	0	33	0.54	10	0
11-07	Kenaston - Dundurn	38.9	5,789	82.21	41	13	0	54	0.66	25	0
11-08	Dundurn - Saskatoon	32.3	7,310	86.13	77	13	1	91	1.06	16	1
11-10	Saskatoon - Warman	18.1	12,519	82.57	49	9	1	59	0.71	16	1
11-11	Warman - Rosthern	43.0	5,464	85.76	48	14	1	63	0.73	25	1
11-12	Rosthern - Duck Lake	18.3	4,051	27.06	11	5	1	17	0.63	5	2
11-13	Duck Lake - Prince Albert	49.0	3,807	68.04	49	11	2	62	0.91	18	2
	Subtotal - Hwy 11	**372.7**		**820.56**	**652**	**121**	**6**	**779**	**0.95**	**202**	**7**
12-00	Hwy 12 Section Not Known	0.0	0	0.00	52	0	0	52	0.00	0	0
12-01	Jct Hwy 11 - Hepburn	36.4	6,192	82.18	60	19	0	79	0.96	34	0
12-02	Hepburn - Blaine Lake	38.2	1,419	19.80	29	4	0	33	1.67	4	0
12-03	Blaine Lake - Big Grass Lake	39.1	553	7.89	23	2	0	25	3.17	2	0
12-04	Big Grass Lake - Shell Lake	21.0	543	4.17	11	0	0	11	2.64	0	0
	Subtotal - Hwy 12	**134.7**		**114.03**	**175**	**25**	**0**	**200**	**1.75**	**40**	**0**
13-00	Hwy 13 Section Not Known	0.0	0	0.00	67	0	0	67	0.00	0	0
13-01	Manitoba Border - Redvers	19.7	1,028	7.40	7	0	0	7	0.95	0	0
13-02	Redvers - Carlyle	42.3	1,530	23.64	23	0	0	23	0.97	0	0
13-03	Carlyle - Stoughton	54.5	2,251	44.76	58	7	0	65	1.45	9	0
13-04	Stoughton - Griffin	31.0	1,611	18.22	10	1	0	11	0.60	1	0
13-05	Griffin - Weyburn	27.6	1,726	17.37	25	2	0	27	1.55	2	0
13-06	Weyburn - Jct Hwy 28	31.1	1,167	13.23	18	3	0	21	1.59	4	0
13-07	Jct Hwy 28 - Jct Hwy 6	22.8	663	5.53	12	0	0	12	2.17	0	0
13-08	Jct Hwy 6 - Jct Hwy 34	39.8	620	9.00	19	1	0	20	2.22	1	0
13-09	Jct Hwy 34 - Jct Hwy 36	30.6	348	3.89	8	0	0	8	2.06	0	0
13-10	Jct Hwy 36 - Assiniboia	36.5	614	8.17	14	3	0	17	2.08	3	0
13-11	Assiniboia - Lafleche	42.6	868	13.51	9	0	0	9	0.67	0	0
13-12	Lafleche - Kincaid	32.3	454	5.35	7	0	0	7	1.31	0	0
13-13	Kincaid - Cadillac	54.9	449	9.00	17	0	0	17	1.89	0	0
13-14	Cadillac - Jct Hwy 37	49.5	226	4.08	13	0	0	13	3.19	0	0
13-15	Shaunavon - Eastend	34.3	552	6.92	10	1	0	11	1.59	1	0
13-16	Eastend - E Jct Hwy 21	52.5	211	4.04	10	1	0	11	2.72	1	0
13-17	E Jct Hwy 21 - Govanlock	44.1	205	3.29	4	0	0	4	1.21	0	0

2008 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
13-18	Govanlock - Alberta Border	14.5	45	0.24	0	0	0	0	0.00	0	0
	Subtotal - Hwy 13	**660.6**		**197.64**	**331**	**19**	**0**	**350**	**1.77**	**22**	**0**
14-00	Hwy 14 Section Not Known	0.0	0	0.00	59	0	0	59	0.00	0	0
14-12	Saskatoon - Asquith	34.1	3,215	39.96	49	10	0	59	1.48	12	0
14-13	Asquith - Perdue	22.7	2,197	18.19	22	2	0	24	1.32	3	0
14-14	Perdue - Biggar	31.6	1,960	22.60	31	6	0	37	1.64	11	0
14-15	Biggar - Landis	35.6	892	11.60	12	0	0	12	1.03	0	0
14-16	Landis - Wilkie	31.5	944	10.84	10	1	0	11	1.01	1	0
14-17	Wilkie - Unity	30.3	1,607	17.74	11	1	1	13	0.73	11	1
14-18	Unity - Salvador Grid	29.2	1,193	12.71	25	1	0	26	2.05	2	0
14-19	Salvador Grid - Alberta Border	33.8	1,170	14.43	17	2	0	19	1.32	2	0
	Subtotal - Hwy 14	**248.7**		**148.08**	**236**	**23**	**1**	**260**	**1.76**	**42**	**1**
15-00	Hwy 15 Section Not Known	0.0	0	0.00	52	0	0	52	0.00	0	0
15-02	Bredenbury - Jct Hwy 9	32.9	225	2.70	8	1	0	9	3.33	1	0
15-03	Jct Hwy 9 - Melville	22.5	531	4.36	12	0	0	12	2.75	0	0
15-04	Melville - Jct Hwy 52	58.7	544	11.65	23	3	0	26	2.23	5	0
15-05	Jct Hwy 52 - Leross	26.5	574	5.54	6	3	0	9	1.62	5	0
15-06	Leross - Raymore	51.9	584	11.06	20	1	1	22	1.99	3	2
15-07	Raymore - S Jct Hwy 20	32.7	269	3.21	6	0	0	6	1.87	0	0
15-08	Nokomis - Jct Hwy 2	31.0	268	3.03	5	0	0	5	1.65	0	0
15-09	Jct Hwy 2 - Kenaston	56.6	202	4.18	8	1	0	9	2.15	1	0
15-10	Kenaston - Jct Hwy 19	22.8	737	6.13	8	0	1	9	1.47	3	1
15-11	Jct Hwy 19 - Outlook	34.5	1,080	13.61	12	5	0	17	1.25	10	0
15-12	Outlook - Milden	27.8	1,013	10.29	16	3	0	19	1.85	3	0
15-13	Milden - Rosetown	36.3	795	10.52	11	1	0	12	1.14	4	0
	Subtotal - Hwy 15	**434.2**		**86.29**	**187**	**18**	**2**	**207**	**2.40**	**35**	**3**
16-00	Hwy 16 Section Not Known	0.0	0	0.00	194	1	0	195	0.00	1	0
16-11	Manitoba Border - Churchbridge	30.5	1,735	19.33	18	1	0	19	0.98	1	0
16-12	Churchbridge - Yorkton	52.7	2,551	49.05	47	4	0	51	1.04	7	0
16-13	Yorkton - Springside	22.0	2,924	23.51	14	0	0	14	0.60	0	0
16-14	Springside - Insinger	31.0	2,092	23.70	12	2	2	16	0.68	11	3
16-15	Insinger - Tuffnell	22.6	1,906	15.69	13	1	0	14	0.89	2	0
16-16	Tuffnell - Elfros	38.0	2,023	28.06	12	2	0	14	0.50	2	0
16-17	Elfros - Dafoe	49.0	2,261	40.43	45	1	0	46	1.14	2	0
16-18	Dafoe - Guernsey	42.1	2,131	32.71	37	6	0	43	1.31	7	0
16-19	Guernsey - Jct Hwy 2	44.7	2,326	37.96	26	3	0	29	0.76	5	0
16-20	Jct Hwy 2 - Saskatoon	63.5	4,747	110.01	72	7	2	81	0.74	10	2
16-21	Hwy 11 to Idylwyld Dr.	1.2	18,560	7.99	2	0	0	2	0.25	0	0
16-22	Circle Dr. Off ramp to Hwy 11	1.4	27,430	13.82	0	0	0	0	0.00	0	0
16-23	Jct Hwy 11 - North Sask. River	41.3	7,233	108.93	50	13	0	63	0.58	20	0
16-24	North Sask. River - Radisson	19.3	5,677	39.91	49	6	1	56	1.40	15	1
16-25	Radisson - Denholm	48.4	5,904	104.32	35	4	1	40	0.38	5	1
16-26	Denholm - North Battleford	23.4	6,980	59.64	28	4	0	32	0.54	7	0
16-27	North Battleford - Bresaylor	41.8	4,625	70.60	38	1	1	40	0.57	1	1
16-28	Bresaylor - Maidstone	39.4	4,354	62.67	46	6	0	52	0.83	11	0
16-29	Maidstone - Marshall	36.2	6,208	81.98	32	5	0	37	0.45	5	0
16-30	Marshall - Lloydminster	17.4	8,500	54.11	32	4	1	37	0.68	6	1
	Subtotal - Hwy 16	**665.8**		**984.41**	**802**	**71**	**8**	**881**	**0.89**	**118**	**9**
17-00	Hwy 17 Section Not Known	0.0	0	0.00	33	0	0	33	0.00	0	0
17-03	Macklin - Alberta Border	57.0	820	17.06	6	0	0	6	0.35	0	0
17-04	Jct Hwy 14 (Alta) - Lone Rock	24.2	1,975	17.46	5	0	0	5	0.29	0	0

2008 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
17-05	Alberta Border - Lloydminster	23.0	3,209	26.92	12	3	1	16	0.59	3	2
17-06	Lloydminster - Jct Hwy 3	24.7	3,961	35.69	18	6	1	25	0.70	10	1
17-07	Jct Hwy 3 - N Sask. River	10.7	1,744	6.80	3	2	0	5	0.73	7	0
17-08	N Sask. River - Onion Lake	12.7	1,808	8.36	5	3	0	8	0.96	7	0
	Subtotal - Hwy 17	**152.3**		**112.30**	82	14	2	98	0.87	27	3
18-00	Hwy 18 Section Not Known	0.0	0	0.00	56	0	0	56	0.00	0	0
18-01	Manitoba Border - Carievale	19.6	1,302	9.30	12	1	0	13	1.40	1	0
18-02	Carievale - Jct Hwy 9	48.1	1,648	26.90	38	8	0	46	1.59	9	0
18-03	Jct Hwy 9 - Bienfait	44.1	1,643	29.67	44	5	1	50	1.69	5	1
18-04	Estevan - Torquay	38.3	655	9.14	10	1	0	11	1.20	1	0
18-05	Torquay - Oungre	22.8	333	2.77	2	0	0	2	0.72	0	0
18-06	Oungre - Lake Alma	29.3	243	2.60	2	1	0	3	1.15	1	0
18-07	Lake Alma - N Jct Hwy 6	28.0	167	1.70	2	1	0	3	1.76	1	0
18-08	S Jct Hwy 6 - Big Beaver	48.3	79	1.39	1	0	0	1	0.72	0	0
18-09	Big Beaver - E Jct Hwy 36	19.9	302	2.19	9	1	0	10	4.56	1	0
18-10	W Jct Hwy 36 - Rockglen	23.7	323	2.79	4	0	0	4	1.43	0	0
18-11	Rockglen - Wood Mountain	32.1	76	0.89	3	0	0	3	3.37	0	0
18-12	Wood Mountain - Jct Hwy 19	52.4	158	3.02	11	1	0	12	3.97	1	0
18-13	Jct Hwy 19 - Ponteix Grid	37.0	175	2.36	8	1	0	9	3.81	1	0
18-14	Ponteix Grid - Val Marie	35.7	74	0.96	2	0	0	2	2.08	0	0
18-15	S Jct Hwy 4 - Climax	42.2	155	2.39	5	0	0	5	2.09	0	0
18-16	Climax - Divide	65.7	157	3.76	11	0	0	11	2.92	0	0
18-17	Divide - Robsart	31.0	68	0.77	0	0	0	0	0.00	0	0
	Subtotal - Hwy 18	**617.9**		**104.61**	220	20	1	241	2.30	21	1
19-00	Hwy 19 Section Not Known	0.0	0	0.00	14	0	0	14	0.00	0	0
19-01	Jct Hwy 18 - Kincaid	26.3	225	2.16	4	0	0	4	1.85	0	0
19-02	Kincaid - S Jct Hwy 43	24.8	102	0.92	3	0	0	3	3.25	0	0
19-03	S Jct Hwy 43 - Jct Hwy 1	60.0	246	5.39	15	1	0	16	2.97	3	0
19-04	Chaplin - Central Butte	43.4	257	4.07	13	0	0	13	3.20	0	0
19-05	E Jct Hwy 42 - Elbow	40.6	290	4.30	9	0	0	9	2.09	0	0
19-06	Elbow - Jct Hwy 15	42.2	457	7.03	10	0	0	10	1.42	0	0
	Subtotal - Hwy 19	**237.3**		**23.88**	68	1	0	69	2.89	3	0
20-00	Hwy 20 Section Not Known	0.0	0	0.00	42	0	0	42	0.00	0	0
20-01	Lumsden - Jct Hwy 22	36.6	1,419	18.93	37	4	0	41	2.17	5	0
20-02	Jct Hwy 22 - Jct Hwy 15	55.3	584	11.78	29	2	0	31	2.63	2	0
20-03	Jct Hwy 15 - W Jct Hwy 16	47.6	407	7.07	19	1	0	20	2.83	1	0
20-04	W Jct Hwy 16 - Humboldt	37.3	801	10.89	15	2	0	17	1.56	2	0
20-05	Humboldt - Pilger	33.5	713	8.73	14	1	0	15	1.72	1	0
20-06	Pilger - Crystal Springs	44.9	210	3.44	6	1	0	7	2.03	1	0
20-07	Crystal Springs - Jct Hwy 3	22.6	218	1.80	5	3	1	9	5.00	3	1
	Subtotal - Hwy 20	**277.8**		**62.64**	167	14	1	182	2.91	15	1
21-00	Hwy 21 Section Not Known	0.0	0	0.00	47	1	0	48	0.00	1	0
21-01	U.S. Border - Govenlock	29.5	24	0.26	2	0	0	2	7.75	0	0
21-03	Jct Hwy 13 - Cypress Hills	34.4	253	3.17	6	1	0	7	2.21	1	0
21-04	Cypress Hills - Maple Creek	27.5	614	6.16	14	2	0	16	2.60	4	0
21-05	Maple Creek - Jct Hwy 1	8.3	1,710	5.16	4	2	0	6	1.16	5	0
21-06	Jct Hwy 1 - Fox Valley	52.8	647	12.46	16	1	0	17	1.36	3	0
21-07	Fox Valley - Leader	50.1	456	8.33	16	0	0	16	1.92	0	0
21-08	Leader - Eatonia	41.1	397	5.95	14	1	0	15	2.52	3	0
21-09	Glidden - Kindersley	26.2	992	9.48	10	0	0	10	1.06	0	0
21-10	Kindersley - Jct Hwy 31	36.0	1,661	21.82	11	0	0	11	0.50	0	0

2008 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions: Property Damage	Collisions: Personal Injury	Collisions: Fatal	Collisions: Total	Acc/ MvKm	Persons: Injured	Persons: Killed
21-11	Jct Hwy 31 - Kerrobert	13.6	1,314	6.51	3	1	0	4	0.61	1	0
21-12	Kerrobert - Unity	59.3	574	12.43	21	2	1	24	1.93	5	1
21-13	Unity - E Jct Hwy 40	35.7	611	7.96	9	0	0	9	1.13	0	0
21-14	W Jct Hwy 40 - Maidstone	30.9	574	6.48	8	0	1	9	1.39	1	1
21-15	Maidstone - E Jct Hwy 3	52.4	1,023	19.57	22	5	0	27	1.38	5	0
21-16	Paradise Hill - Peck Lake	36.7	200	2.68	8	1	0	9	3.36	2	0
21-17	Peck Lake - Ministikwan Lake	21.3	117	0.91	3	2	0	5	5.50	3	0
21-18	Ministikwan Lake - Pierceland	43.7	308	4.91	11	3	0	14	2.85	3	0
21-19	Pierceland - Northern Pine	22.2	134	1.08	1	0	0	1	0.92	0	0
	Subtotal - Hwy 21	**621.5**		**135.32**	**226**	**22**	**2**	**250**	**1.85**	**37**	**2**
22-00	Hwy 22 Section Not Known	0.0	0	0.00	19	0	0	19	0.00	0	0
22-01	Man. Border - S Jct Hwy 8	13.1	150	0.72	1	0	0	1	1.39	0	0
22-02	S Jct Hwy 8 - Stockholm	40.8	1,101	16.40	22	0	0	22	1.34	0	0
22-03	N Jct Hwy 9 - Jct Hwy 47	24.6	283	2.54	9	0	0	9	3.54	0	0
22-04	Killaly - Jct Hwy 10	51.8	443	8.37	12	2	0	14	1.67	3	0
22-05	Lipton - Southey	50.9	548	10.18	10	3	0	13	1.28	8	0
22-06	Southey - Jct Hwy 20	26.6	309	3.00	8	1	0	9	3.00	1	0
	Subtotal - Hwy 22	**207.8**		**41.22**	**81**	**6**	**0**	**87**	**2.11**	**12**	**0**
23-00	Hwy 23 Section Not Known	0.0	0	0.00	13	0	0	13	0.00	0	0
23-01	Jct Hwy 9 - Somme	31.6	139	1.60	5	0	0	5	3.12	0	0
23-02	Somme - Chelan	30.2	581	6.41	12	2	0	14	2.18	2	0
23-03	Chelan - Crooked River	37.9	500	6.91	17	2	0	19	2.75	3	0
23-04	N Jct Hwy 3 - Jct Hwy 55	63.2	571	13.18	17	3	0	20	1.52	3	0
	Subtotal - Hwy 23	**162.9**		**28.10**	**64**	**7**	**0**	**71**	**2.53**	**8**	**0**
24-00	Hwy 24 Section Not Known	0.0	0	0.00	2	0	0	2	0.00	0	0
24-01	Spiritwood - Leoville	32.2	774	9.11	8	2	0	10	1.10	2	0
24-02	Leoville - Chitek Lake	25.3	573	5.29	8	2	0	10	1.89	3	0
	Subtotal - Hwy 24	**57.6**		**14.40**	**18**	**4**	**0**	**22**	**1.53**	**5**	**0**
25-01	Birch Hills - St. Louis	29.1	265	2.81	3	0	0	3	1.07	0	0
26-00	Hwy 26 Section Not Known	0.0	0	0.00	16	0	0	16	0.00	0	0
26-01	Jct Hwy 4 - Meota	15.5	1,083	6.11	4	0	0	4	0.65	0	0
26-02	Meota - Turtleford	54.2	1,115	22.04	17	3	0	20	0.91	4	0
26-03	Turtleford - N Jct Hwy 3	29.2	635	6.78	10	2	0	12	1.77	3	0
26-04	N Jct Hwy 3 - Loon Lake	47.7	678	11.78	26	1	0	27	2.29	1	0
26-05	Loon Lake - Goodsoil	52.0	480	9.11	13	1	0	14	1.54	3	0
	Subtotal - Hwy 26	**198.5**		**55.81**	**86**	**7**	**0**	**93**	**1.67**	**11**	**0**
27-01	Jct Hwy 2 - Aberdeen	34.0	507	6.28	10	3	0	13	2.07	4	0
28-00	Hwy 28 Section Not Known	0.0	0	0.00	6	0	0	6	0.00	0	0
28-01	Lake Alma - Radville	39.8	167	2.43	10	0	0	10	4.12	0	0
28-02	Radville - Jct Hwy 13	20.1	615	4.50	10	2	0	12	2.67	3	0
	Subtotal - Hwy 28	**59.9**		**6.93**	**26**	**2**	**0**	**28**	**4.04**	**3**	**0**
29-00	Hwy 29 Section Not Known	0.0	0	0.00	9	0	0	9	0.00	0	0
29-01	Wilkie - Cloan Grid	23.1	862	7.26	6	1	0	7	0.96	1	0
29-02	Cloan Grid - Battleford	25.9	1,067	10.10	9	4	0	13	1.29	5	0
	Subtotal - Hwy 29	**49.1**		**17.38**	**24**	**5**	**0**	**29**	**1.67**	**6**	**0**
30-01	S Sask. River - Eston	21.4	120	0.94	0	0	0	0	0.00	0	0
30-02	Eston - Jct Hwy 7	37.0	216	2.91	7	0	0	7	2.40	0	0
	Subtotal - Hwy 30	**58.3**		**3.85**	**7**	**0**	**0**	**7**	**1.82**	**0**	**0**

2008 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
31-00	Hwy 31 Section Not Known	0.0	0	0.00	9	0	0	9	0.00	0	0
31-01	Jct Hwy 4 - Plenty	58.2	221	4.70	12	1	0	13	2.77	1	0
31-02	Plenty - S Jct Hwy 21	35.8	414	5.41	13	1	0	14	2.59	3	0
31-03	Kerrobert - Salvador	37.7	631	8.68	10	0	0	10	1.15	0	0
31-04	Salvador - Macklin	37.8	890	12.28	12	1	1	14	1.14	2	1
	Subtotal - Hwy 31	**169.5**		**31.06**	**56**	**3**	**1**	**60**	**1.93**	**6**	**1**
32-00	Hwy 32 Section Not Known	0.0	0	0.00	8	0	0	8	0.00	0	0
32-01	Jct Hwy 1 - Success	22.9	1,243	10.40	10	1	0	11	1.06	1	0
32-02	Success - Cabri	33.6	839	10.30	6	0	0	6	0.58	0	0
32-03	Cabri - Lancer	38.9	482	6.84	6	0	0	6	0.88	0	0
32-04	Lancer - Leader	47.4	344	5.95	6	2	0	8	1.35	3	0
	Subtotal - Hwy 32	**142.8**		**33.48**	**36**	**3**	**0**	**39**	**1.16**	**4**	**0**
33-00	Hwy 33 Section Not Known	0.0	0	0.00	32	0	0	32	0.00	0	0
33-01	Stoughton - Fillmore	38.2	1,105	15.39	21	1	0	22	1.43	1	0
33-02	Fillmore - Francis	39.1	1,017	14.51	24	2	0	26	1.79	3	0
33-03	Francis - Kronau	38.4	1,927	26.99	13	0	1	14	0.52	3	3
33-04	Kronau - Regina	20.2	2,812	20.72	12	2	0	14	0.68	4	0
	Subtotal - Hwy 33	**135.8**		**77.62**	**102**	**5**	**1**	**108**	**1.39**	**11**	**3**
34-00	Hwy 34 Section Not Known	0.0	0	0.00	2	0	0	2	0.00	0	0
34-01	U.S. Border - Bengough	46.4	167	2.83	6	1	0	7	2.48	1	0
34-02	Bengough - Jct Hwy 13	16.3	396	2.36	3	0	0	3	1.27	0	0
	Subtotal - Hwy 34	**62.7**		**5.19**	**11**	**1**	**0**	**12**	**2.31**	**1**	**0**
35-00	Hwy 35 Section Not Known	0.0	0	0.00	60	0	0	60	0.00	0	0
35-01	U.S. Border - Oungre	16.2	168	0.99	5	0	0	5	5.03	0	0
35-02	Oungre - Colgate	28.5	468	4.86	10	1	0	11	2.26	1	0
35-03	Colgate - Weyburn	29.1	1,055	11.19	16	2	0	18	1.61	2	0
35-04	Weyburn - Francis	47.7	941	16.37	22	5	0	27	1.65	9	0
35-05	Jct Hwy 33 - Jct Hwy 48	23.2	206	1.75	9	2	0	11	6.30	2	0
35-06	Jct Hwy 48 - Qu'Appelle	24.6	231	2.07	8	0	0	8	3.86	0	0
35-07	Qu'Appelle - Jct Hwy 10	19.8	347	2.51	5	1	0	6	2.39	1	0
35-08	Fort Qu'Appelle - Lipton	15.8	1,643	9.46	11	2	0	13	1.37	3	0
35-09	Lipton - Leross	43.2	619	9.76	12	5	0	17	1.74	6	0
35-10	Leross - Elfros	50.4	425	7.82	15	1	0	16	2.04	1	0
35-11	Elfros - Wadena	23.7	737	6.37	9	0	1	10	1.57	1	2
35-12	Wadena - Jct Hwy 49	21.7	829	6.57	6	3	0	9	1.37	6	0
35-13	Jct Hwy 49 - Jct Hwy 349	46.4	598	10.12	11	2	1	14	1.38	2	1
35-14	Jct Hwy 349 - Tisdale	44.7	992	16.19	11	0	0	11	0.68	0	0
35-15	Tisdale - Jct Hwy 335	27.5	1,128	11.31	11	1	0	12	1.06	1	0
35-16	Jct Hwy 335 - Jct Hwy 55	28.2	1,702	17.49	20	3	0	23	1.31	3	0
35-17	Jct Hwy 55 - Torch River	36.2	131	1.73	7	0	0	7	4.04	0	0
	Subtotal - Hwy 35	**526.7**		**136.57**	**248**	**28**	**2**	**278**	**2.04**	**38**	**3**
36-00	Hwy 36 Section Not Known	0.0	0	0.00	5	0	0	5	0.00	0	0
36-01	U.S. Border - W Jct Hwy 18	30.3	286	3.17	9	0	0	9	2.84	0	0
36-02	W Jct Hwy 18 - W Jct Hwy 13	38.8	375	5.32	14	1	0	15	2.82	2	0
36-03	E Jct Hwy 13 - Jct Hwy 2	64.7	270	6.38	19	1	0	20	3.14	1	0
	Subtotal - Hwy 36	**133.9**		**14.87**	**47**	**2**	**0**	**49**	**3.30**	**3**	**0**
37-00	Hwy 37 Section Not Known	0.0	0	0.00	10	0	0	10	0.00	0	0
37-01	U.S. Border - Climax	23.0	150	1.26	0	0	0	0	0.00	0	0
37-02	Climax - Shaunavon	52.1	435	8.27	19	2	1	22	2.66	4	1

2008 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
37-03	Shaunavon - Gull Lake	51.5	1,088	20.45	23	1	0	24	1.17	1	0
37-04	Gull Lake - W Jct Hwy 332	33.3	286	3.48	5	1	0	6	1.73	1	0
37-05	E Jct Hwy 332 - Cabri	24.5	166	1.49	1	0	0	1	0.67	0	0
	Subtotal - Hwy 37	**184.5**		**34.94**	**58**	**4**	**1**	**63**	**1.80**	**6**	**1**
38-00	Hwy 38 Section Not Known	0.0	0	0.00	9	0	0	9	0.00	0	0
38-01	Kelvington - Perigord	22.3	561	4.56	1	2	0	3	0.66	5	0
38-02	Perigord - Chelan	34.4	315	3.95	7	2	0	9	2.28	3	0
38-05	Kuroki - Kelvington	31.4	284	3.26	3	2	0	5	1.53	4	0
	Subtotal - Hwy 38	**88.1**		**11.77**	**20**	**6**	**0**	**26**	**2.21**	**12**	**0**
39-00	Hwy 39 Section Not Known	0.0	0	0.00	63	0	0	63	0.00	0	0
39-01	U.S. Border - Bienfait	27.0	1,146	11.28	15	2	0	17	1.51	2	0
39-02	Bienfait - Estevan	9.5	5,146	17.92	9	1	0	10	0.56	1	0
39-03	Estevan - Midale	40.9	2,894	43.23	33	4	1	38	0.88	7	1
39-04	Midale - Weyburn	43.7	2,964	47.31	29	10	1	40	0.85	14	1
39-05	Weyburn - Yellow Grass	26.8	3,304	32.26	18	2	1	21	0.65	4	1
39-06	Yellow Grass - Corinne	44.6	2,909	47.37	31	5	0	36	0.76	8	0
39-07	Corinne - Pitman	34.2	1,196	14.92	8	0	0	8	0.54	0	0
39-08	Pitman - Jct Hwy 1	34.3	1,360	17.00	8	2	0	10	0.59	2	0
	Subtotal - Hwy 39	**261.0**		**231.28**	**214**	**26**	**3**	**243**	**1.05**	**38**	**3**
40-00	Hwy 40 Section Not Known	0.0	0	0.00	33	0	0	33	0.00	0	0
40-01	Jct Hwy 3 - Blaine Lake	56.1	1,251	25.63	30	4	0	34	1.33	9	0
40-02	Blaine Lake - Hafford	36.0	694	9.13	10	2	0	12	1.31	4	0
40-03	Hafford - North Battleford	63.9	996	23.24	21	8	0	29	1.25	9	0
40-04	Battleford - E Jct Hwy 21	57.6	1,310	27.53	43	4	0	47	1.71	4	0
40-05	E Jct Hwy 21 - Neilburg	35.5	772	10.00	15	1	0	16	1.60	1	0
40-06	Neilburg - Alberta Border	25.4	1,125	10.41	11	1	0	12	1.15	1	0
	Subtotal - Hwy 40	**274.5**		**105.94**	**163**	**20**	**0**	**183**	**1.73**	**28**	**0**
41-00	Hwy 41 Section Not Known	0.0	0	0.00	40	0	0	40	0.00	0	0
41-01	Melfort - Jct Hwy 20	56.0	1,363	27.85	30	2	1	33	1.18	3	6
41-02	Jct Hwy 20 - Wakaw	29.8	1,528	16.63	5	5	0	10	0.60	12	0
41-03	Wakaw - Aberdeen	51.3	2,038	38.15	23	9	0	32	0.84	12	0
41-04	Aberdeen - Jct Hwy 41	26.9	3,349	32.91	20	2	0	22	0.67	3	0
	Subtotal - Hwy 41	**164.0**		**115.54**	**118**	**18**	**1**	**137**	**1.19**	**30**	**6**
42-00	Hwy 42 Section Not Known	0.0	0	0.00	5	0	0	5	0.00	0	0
42-01	Tuxford - Keeler	25.0	619	5.64	3	0	0	3	0.53	0	0
42-02	Keeler - E Jct Hwy 19	42.4	455	7.03	7	1	0	8	1.14	2	0
42-03	E Jct Hwy 19 - Diefenbaker Lake	38.7	366	5.16	7	0	0	7	1.36	0	0
42-04	Diefenbaker Lake - Jct Hwy 342	37.7	199	2.74	6	0	0	6	2.19	0	0
42-05	Jct Hwy 342 - Milden	59.9	216	4.72	2	1	0	3	0.64	2	0
	Subtotal - Hwy 42	**203.6**		**25.30**	**30**	**2**	**0**	**32**	**1.26**	**4**	**0**
43-00	Hwy 43 Section Not Known	0.0	0	0.00	7	0	0	7	0.00	0	0
43-01	Jct Hwy 2 - Gravelbourg	37.9	552	7.64	11	2	0	13	1.70	2	0
43-02	Gravelbourg - S Jct Hwy 19	29.0	308	3.25	4	0	0	4	1.23	0	0
43-03	S Jct Hwy 19 - Jct Hwy 4	59.0	239	5.15	14	0	0	14	2.72	0	0
	Subtotal - Hwy 43	**125.9**		**16.04**	**36**	**2**	**0**	**38**	**2.37**	**2**	**0**
44-00	Hwy 44 Section Not Known	0.0	0	0.00	17	0	0	17	0.00	0	0
44-02	Davidson - Loreburn	44.0	199	3.20	4	1	0	5	1.56	2	0
44-03	N Jct Hwy 19 - Jct Hwy 45	32.3	139	1.64	6	0	0	6	3.66	0	0
44-04	Jct Hwy 45 - Dinsmore	28.3	92	0.95	0	0	0	0	0.00	0	0

2008 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions Property Damage	Collisions Personal Injury	Collisions Fatal	Collisions Total	Acc/ MvKm	Persons Injured	Persons Killed
44-05	Jct Hwy 42 - S Jct Hwy 4	40.4	175	2.58	5	0	0	5	1.94	0	0
44-06	S Jct Hwy 4 - Eston	54.0	347	6.84	11	1	0	12	1.75	1	0
44-07	Eston - Glidden	33.2	332	4.02	9	0	0	9	2.24	0	0
44-08	Glidden - Mantario	44.9	334	5.47	2	1	0	3	0.55	2	0
44-09	Mantario - Alsask	33.6	152	1.86	7	0	0	7	3.76	0	0
	Subtotal - Hwy 44	**310.9**		**26.57**	**61**	**3**	**0**	**64**	**2.41**	**5**	**0**
45-00	Hwy 45 Section Not Known	0.0	0	0.00	13	0	0	13	0.00	0	0
45-01	Lucky Lake - Birsay	18.4	335	2.25	1	0	0	1	0.44	0	0
45-02	Birsay - Jct Hwy 44	18.9	377	2.60	5	0	0	5	1.92	0	0
45-03	Jct Hwy 44 - E Jct Hwy 15	27.2	474	4.71	10	1	0	11	2.33	1	0
45-04	W Jct Hwy 15 - Delisle	49.7	603	10.93	19	0	0	19	1.74	0	0
	Subtotal - Hwy 45	**114.2**		**20.50**	**48**	**1**	**0**	**49**	**2.39**	**1**	**0**
46-01	Balgonie - Regina	19.7	4,375	31.51	24	3	1	28	0.89	8	1
47-00	Hwy 47 Section Not Known	0.0	0	0.00	43	0	0	43	0.00	0	0
47-01	U.S. Border - Estevan	15.3	847	4.73	9	0	0	9	1.90	0	0
47-02	Estevan - Stoughton	57.7	2,146	45.16	49	12	1	62	1.37	18	1
47-03	Stoughton - Jct Hwy 48	56.2	302	6.20	10	0	1	11	1.77	0	1
47-04	Jct Hwy 48 - W Jct Hwy 1	26.6	67	0.65	4	0	0	4	6.16	0	0
47-05	Grenfell - S Jct Hwy 22	39.9	466	6.79	16	0	0	16	2.36	0	0
47-06	S Jct Hwy 22 - Melville	22.8	992	8.26	18	0	0	18	2.18	0	0
47-07	Melville - Willowbrook	30.0	326	3.57	11	1	0	12	3.36	1	0
47-08	Willowbrook - Springside	19.1	204	1.42	2	0	0	2	1.41	0	0
47-09	Springside - Buchanan	42.2	214	3.30	3	0	0	3	0.91	0	0
47-10	Buchanan - Preeceville	33.8	258	3.18	9	0	0	9	2.83	0	0
	Subtotal - Hwy 47	**343.5**		**83.25**	**174**	**13**	**2**	**189**	**2.27**	**19**	**2**
48-00	Hwy 48 Section Not Known	0.0	0	0.00	27	0	0	27	0.00	0	0
48-01	Manitoba Border - Fairlight	19.0	422	2.92	7	0	0	7	2.40	0	0
48-02	Fairlight - S Jct Hwy 9	44.7	440	7.19	17	1	0	18	2.51	1	0
48-03	N Jct Hwy 9 - Jct Hwy 47	57.9	701	14.81	33	3	0	36	2.43	3	0
48-04	Jct Hwy 47 - Jct Hwy 35	63.3	689	15.91	24	1	0	25	1.57	3	0
48-05	Jct Hwy 35 - White City	40.4	1,557	22.95	37	4	0	41	1.79	6	0
	Subtotal - Hwy 48	**225.3**		**63.78**	**145**	**9**	**0**	**154**	**2.41**	**13**	**0**
49-00	Hwy 49 Section Not Known	0.0	0	0.00	14	0	0	14	0.00	0	0
49-01	Manitoba Border - Pelly	25.4	427	3.96	4	0	0	4	1.01	0	0
49-02	Pelly - Stenen	33.8	822	10.13	6	2	0	8	0.79	2	0
49-03	Stenen - Okla	31.8	502	5.83	13	0	0	13	2.23	0	0
49-04	Okla - Kelvington	33.9	445	5.50	13	1	0	14	2.54	1	0
49-05	Kelvington - Jct Hwy 35	19.5	511	3.64	6	2	0	8	2.20	4	0
	Subtotal - Hwy 49	**144.4**		**29.07**	**56**	**5**	**0**	**61**	**2.10**	**7**	**0**
51-00	Hwy 51 Section Not Known	0.0	0	0.00	7	0	0	7	0.00	0	0
51-01	Biggar - Tramping Lake	62.6	412	9.42	19	3	0	22	2.34	3	0
51-02	Tramping Lake - Kerrobert	25.9	359	3.40	8	1	0	9	2.65	1	0
51-03	Kerrobert - Major	34.4	322	4.05	9	1	0	10	2.47	1	0
51-04	Major - Alberta Border	29.6	244	2.64	6	0	0	6	2.27	0	0
	Subtotal - Hwy 51	**152.7**		**19.51**	**49**	**5**	**0**	**54**	**2.77**	**5**	**0**
52-00	Hwy 52 Section Not Known	0.0	0	0.00	11	0	0	11	0.00	0	0
52-01	Yorkton - Willowbrook	21.6	1,117	8.80	14	2	0	16	1.82	4	0
52-02	Willowbrook - Jct Hwy 15	49.1	321	5.75	12	2	0	14	2.43	2	0
	Subtotal - Hwy 52	**70.7**		**14.55**	**37**	**4**	**0**	**41**	**2.82**	**6**	**0**

2008 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
54-00	Hwy 54 Section Not Known	0.0	0	0.00	0	0	1	1	0.00	0	0
54-01	Jct Hwy 11 - Regina Beach	17.4	2,232	14.18	24	5	0	29	2.05	6	0
	Subtotal - Hwy 54	**17.4**		**14.18**	**24**	**5**	**1**	**30**	**2.12**	**6**	**0**
55-00	Hwy 55 Section Not Known	0.0	0	0.00	103	2	0	105	0.00	2	0
55-02	Jct Hwy 9 - S of Pakwaw Lake	38.3	80	1.12	4	1	0	5	4.47	1	0
55-03	S of Pakwaw L. - W of Crack. R.	29.5	230	2.48	2	3	0	5	2.02	4	0
55-04	W of Crack R Br - Jct Hwy 123	36.7	418	5.60	9	1	0	10	1.79	1	0
55-05	Jct Hwy 123 - Nipawin	28.3	1,311	13.55	19	0	0	19	1.40	0	0
55-06	Nipawin - White Fox	12.2	1,883	8.39	13	1	0	14	1.67	1	0
55-07	White Fox - Smeaton	50.4	994	18.27	35	3	0	38	2.08	6	0
55-08	Smeaton - Meath Park	36.6	1,074	14.35	17	3	0	20	1.39	6	0
55-09	Meath Park - Prince Albert	41.4	2,469	37.35	41	2	0	43	1.15	2	0
55-10	Shellbrook - Debden	49.3	1,339	24.10	45	4	0	49	2.03	5	0
55-11	Debden - Big River	38.4	908	12.73	16	0	0	16	1.26	0	0
55-12	Big River - Jct Hwy 124	48.4	434	7.66	16	2	0	18	2.35	3	0
55-13	Jct 124 - Green Lake	28.0	380	3.88	17	2	0	19	4.89	6	0
55-14	Green Lake - Meadow Lake	48.1	1,359	23.86	25	9	0	34	1.43	18	0
55-15	Meadow Lake - S Jct Hwy 26	67.7	842	20.80	21	1	0	22	1.06	1	0
55-16	Peerless - Alberta Border	52.1	980	18.64	51	2	0	53	2.84	3	0
	Subtotal - Hwy 55	**605.4**		**212.77**	**434**	**36**	**0**	**470**	**2.21**	**59**	**0**
56-00	Hwy 56 Section Not Known	0.0	0	0.00	6	0	0	6	0.00	0	0
56-01	Indian Head - Katepwa Lake	21.1	759	5.83	11	1	0	12	2.06	1	0
56-02	Katepwa Lake - Fort Qu'Appelle	20.2	792	5.82	15	2	0	17	2.92	3	0
56-03	Fort Qu'Appelle - Echo Lake	11.3	968	4.00	2	0	1	3	0.75	0	1
	Subtotal - Hwy 56	**52.5**		**15.66**	**34**	**3**	**1**	**38**	**2.43**	**4**	**1**
57-01	Manitoba Border - Jct Hwy 5	19.3	650	4.57	4	1	0	5	1.09	1	0
58-00	Hwy 58 Section Not Known	0.0	0	0.00	7	0	0	7	0.00	0	0
58-01	Jct Hwy 18 - Lafleche	35.6	144	1.87	10	1	0	11	5.87	2	0
58-02	Lafleche - Gravelbourg	19.7	670	4.81	11	0	0	11	2.29	0	0
58-03	Gravelbourg - Jct Hwy 363	31.8	205	2.38	3	0	0	3	1.26	0	0
58-04	Jct Hwy 363 - Jct Hwy 1	36.2	63	0.83	2	0	0	2	2.40	0	0
	Subtotal - Hwy 58	**123.3**		**9.90**	**33**	**1**	**0**	**34**	**3.44**	**2**	**0**
60-01	Pike Lake - Saskatoon	23.9	1,125	9.82	20	3	0	23	2.34	7	0
80-00	Hwy 80 Section Not Known	0.0	0	0.00	4	0	0	4	0.00	0	0
80-01	Esterhazy - Churchbridge	31.4	668	7.66	13	0	0	13	1.70	0	0
80-02	Jct Hwy 16 - Jct Hwy 10	35.3	221	2.85	3	0	0	3	1.05	0	0
	Subtotal - Hwy 80	**66.7**		**10.51**	**20**	**0**	**0**	**20**	**1.90**	**0**	**0**
99-10	Jct Hwy 6 - Craven	20.9	144	1.10	5	3	0	8	7.28	4	0
102-00	Hwy 102 Section Not Known	0.0	0	0.00	6	0	0	6	0.00	0	0
102-25	La Ronge - Sucker River	30.3	1,032	11.41	11	1	0	12	1.05	2	0
102-26	Sucker River - Otter Rapids	54.3	387	7.67	8	2	0	10	1.30	2	0
102-27	Otter Rapids - Island Lake Cr	52.0	175	3.32	7	1	0	8	2.41	1	0
102-28	Island Lake Cr - Waddy River Br	36.4	153	2.03	5	2	0	7	3.44	5	0
102-29	Waddy River Br - Southend	43.4	115	1.82	6	1	0	7	3.84	2	0
	Subtotal - Hwy 102	**216.4**		**26.26**	**43**	**7**	**0**	**50**	**1.90**	**12**	**0**
106-00	Hwy 106 Section Not Known	0.0	0	0.00	3	0	0	3	0.00	0	0
106-01	Smeaton - Jct Hwy 120	67.5	353	8.70	7	1	0	8	0.92	1	0
106-02	Jct Hwy 120 - Jct Hwy 165	67.1	328	8.03	5	3	1	9	1.12	9	1

2008 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
106-03	Jct Hwy 165 - Deschambault L.	82.1	336	10.06	2	2	1	5	0.50	6	6
106-04	Deschambault L. - Jct Hwy 135	40.6	347	5.14	1	5	0	6	1.17	8	0
106-05	Jct Hwy 135 - Flin Flon	68.0	447	11.10	5	1	0	6	0.54	1	0
	Subtotal - Hwy 106	**325.2**		**43.03**	**23**	**12**	**2**	**37**	**0.86**	**25**	**7**
120-00	Hwy 120 Section Not Known	0.0	0	0.00	4	0	0	4	0.00	0	0
120-01	Meath Park - Candle Lake	32.3	976	11.51	15	1	0	16	1.39	1	0
120-02	Candle Lake - Lower Fishing Lake	57.8	198	4.18	10	1	0	11	2.63	1	0
	Subtotal - Hwy 120	**90.1**		**15.69**	**29**	**2**	**0**	**31**	**1.98**	**2**	**0**
123-00	Hwy 123 Section Not Known	0.0	0	0.00	3	0	0	3	0.00	0	0
123-01	Jct Hwy 163 - Kennedy Creek	41.8	270	4.12	4	1	0	5	1.21	1	0
123-02	Kennedy Cr. - Cumberland House	91.6	144	4.82	8	2	0	10	2.08	2	0
	Subtotal - Hwy 123	**133.4**		**8.94**	**15**	**3**	**0**	**18**	**2.01**	**3**	**0**
135-00	Hwy 135 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
135-01	Jct Hwy 106 - Pelican Narrows	50.8	333	6.18	6	2	0	8	1.29	2	0
135-02	Pelican Narrows - Sandy Bay	70.2	164	4.20	9	3	1	13	3.09	9	1
	Subtotal - Hwy 135	**121.1**		**10.38**	**16**	**5**	**1**	**22**	**2.12**	**11**	**1**
155-00	Hwy 155 Section Not Known	0.0	0	0.00	18	0	0	18	0.00	0	0
155-01	Green Lake - Jct Hwy 165	94.5	604	20.84	28	3	0	31	1.49	4	0
155-02	Jct Hwy 165 - Buffalo Narrows	101.2	446	16.47	14	7	0	21	1.28	8	0
155-03	Buffalo Narrows - La Loche	105.3	455	17.49	21	1	0	22	1.26	2	0
	Subtotal - Hwy 155	**301.0**		**54.80**	**81**	**11**	**0**	**92**	**1.68**	**14**	**0**
165-00	Hwy 165 Section Not Known	0.0	0	0.00	4	0	0	4	0.00	0	0
165-01	Jct Hwy 106 - Jct Hwy 2	95.4	41	1.43	5	0	0	5	3.50	0	0
165-02	Jct Hwy 2 - Besnard Lake Rd.	55.6	194	3.94	2	2	1	5	1.27	4	1
165-03	Besnard Lake Rd - Key Lake Rd	56.0	78	1.59	0	0	0	0	0.00	0	0
165-04	Key Lake Rd - Jct Hwy 155	66.0	187	4.51	13	3	0	16	3.55	4	0
	Subtotal - Hwy 165	**273.0**		**11.47**	**24**	**5**	**1**	**30**	**2.62**	**8**	**1**
167-00	Hwy 167 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
167-01	Sturgeon Weir R. - Denare Beach	29.3	63	0.67	1	0	0	1	1.48	0	0
167-02	Denare Beach - Creighton	19.7	1,501	10.79	6	1	1	8	0.74	1	1
	Subtotal - Hwy 167	**49.0**		**11.47**	**7**	**1**	**1**	**9**	**0.78**	**1**	**1**
201-01	Broadview - Jct Hwy 247	19.2	476	3.34	6	0	0	6	1.80	0	0
202-01	Tuxford - Buffalo Pound Lake	15.5	222	1.26	0	1	0	1	0.80	1	0
204-01	Battlefords Provincial Park	5.2	230	0.43	0	0	0	0	0.00	0	0
209-01	Jct Hwy 9 - Kenosee Lake	4.2	740	1.13	0	0	0	0	0.00	0	0
210-00	Hwy 210 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
210-01	Fort Qu'Appelle - Echo Valley	7.2	541	1.42	2	1	0	3	2.11	1	0
210-02	Echo Valley - Jct Hwy 10	12.1	628	2.78	5	1	0	6	2.16	1	0
	Subtotal - Hwy 210	**19.3**		**4.20**	**8**	**2**	**0**	**10**	**2.38**	**2**	**0**
211-01	Dundurn - Blackstrap Lake	7.3	347	0.92	3	0	0	3	3.26	0	0
212-01	Duck Lake - Saskatchewan River	25.5	703	6.55	6	1	0	7	1.07	2	0
219-00	Hwy 219 Section Not Known	0.0	0	0.00	51	0	0	51	0.00	0	0
219-01	Danielson Provincial Park	1.6	110	0.07	0	1	0	1	15.28	1	0
219-02	Jct Hwy 44 - Jct Hwy 15	24.3	270	2.39	9	0	0	9	3.76	0	0
219-03	Jct Hwy 15 - White Cap FN.	38.0	623	8.65	8	2	0	10	1.16	2	0
219-04	White Cap FN. - Saskatoon	31.9	2,470	28.75	51	9	0	60	2.09	14	0

2008 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
	Subtotal - Hwy 219	**95.9**		**39.86**	**119**	**12**	**0**	**131**	**3.29**	**17**	**0**
220-01	Bulyea - Rowan's Ravine	22.5	186	1.53	3	0	0	3	1.96	0	0
221-01	Jct Hwy 21 - Cypress Hills P. P.	4.0	290	0.43	1	1	0	2	4.68	2	0
224-01	Jct Hwy 4 - Goodsoil	46.0	108	1.81	6	1	0	7	3.86	1	0
225-01	Jct Hwy 2 - Jct Hwy 312	36.7	258	3.46	12	1	1	14	4.05	2	1
229-00	Hwy 229 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
229-01	Jct Hwy 9 - Good Spirit P.P.	16.6	280	1.69	3	0	0	3	1.77	0	0
229-02	Good Spirit P.P. - Jct Hwy 47	6.6	165	0.40	0	0	0	0	0.00	0	0
	Subtotal - Hwy 229	**23.2**		**2.09**	**3**	**0**	**0**	**3**	**1.44**	**0**	**0**
240-01	Jct Hwy 55 - P.A. National Park	40.3	122	1.79	6	1	0	7	3.91	1	0
247-01	Jct Hwy 9 - Jct Hwy 47	49.9	268	4.88	15	1	0	16	3.28	4	0
255-01	Jct Hwy 55 - Tobin Lake	22.7	249	2.06	8	2	0	10	4.85	2	0
261-01	E Sk. Landing P. P. - Jct Hwy 4	7.9	127	0.36	0	0	0	0	0.00	0	0
261-02	Jct Hwy 4 - W Sk. Landing P. P.	2.5	85	0.08	0	0	0	0	0.00	0	0
	Subtotal - Hwy 261	**10.4**		**0.44**	**0**	**0**	**0**	**0**	**0.00**	**0**	**0**
263-01	Jct Hwy 2 - P.A. National Park	18.1	1,031	6.82	12	8	0	20	2.93	11	0
264-01	Jct Hwy 2 - Prince Albert	8.0	760	2.21	1	0	0	1	0.45	0	0
265-01	Jct Hwy 120 - Candle Lake	28.8	500	5.26	8	3	0	11	2.09	8	0
271-00	Hwy 271 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
271-01	Maple Creek - Cypress Hills	43.6	167	2.66	6	2	0	8	3.01	2	0
271-02	Jct Hwy 271 - 01 - Fort Walsh	9.5	40	0.14	0	0	0	0	0.00	0	0
	Subtotal - Hwy 271	**53.2**		**2.80**	**7**	**2**	**0**	**9**	**3.22**	**2**	**0**
301-01	Jct Hwy 1 - Jct Hwy 202	21.3	314	2.44	3	0	0	3	1.23	0	0
302-00	Hwy 302 Section Not Known	0.0	0	0.00	11	0	0		0.00	0	0
302-01	S Sask River - Prince Albert	38.4	564	7.91	17	4	0	21	2.66	5	0
302-02	Prince Albert - 30 Km West	26.9	564	5.54	14	0	0	14	2.53	0	0
	Subtotal - Hwy 302	**65.3**		**13.44**	**42**	**4**	**0**	**46**	**3.42**	**5**	**0**
303-00	Hwy 303 Section Not Known	0.0	0	0.00	12	0	0	12	0.00	0	0
303-01	Turtleford - Jct Hwy 21	23.0	1,264	10.59	6	4	0	10	0.94	5	0
303-02	Jct Hwy 21 - Jct Hwy 16	45.6	1,678	27.94	22	1	0	23	0.82	1	0
	Subtotal - Hwy 303	**68.6**		**38.53**	**40**	**5**	**0**	**45**	**1.17**	**6**	**0**
304-01	Jct Hwy 4 - Jct Hwy 26	48.7	783	13.91	23	1	1	25	1.80	2	1
305-00	Hwy 305 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
305-01	Warman - Jct Hwy 12	6.5	2,040	4.87	10	2	0	12	2.46	2	0
305-02	Jct Hwy 12 - Langham	20.6	815	6.14	11	3	0	14	2.28	4	0
	Subtotal - Hwy 305	**27.2**		**11.01**	**21**	**5**	**0**	**26**	**2.36**	**6**	**0**
306-00	Hwy 306 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
306-01	Jct Hwy 35 - Riceton	39.0	67	0.95	2	0	0	2	2.10	0	0
306-02	Riceton - Jct Hwy 6	27.8	233	2.37	4	0	0	4	1.69	0	0
	Subtotal - Hwy 306	**66.8**		**3.32**	**6**	**0**	**0**	**6**	**1.81**	**0**	**0**
307-00	Hwy 305 Section Not Known	0.0	0	0.00	2	0	0	2	0.00	0	0
307-01	Jct Hwy 7 - Smiley	17.8	300	1.95	0	0	0	0	0.00	0	0
307-02	Smiley - Jct Hwy 21	29.3	507	5.42	5	0	0	5	0.92	0	0

2008 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions Property Damage	Collisions Personal Injury	Collisions Fatal	Collisions Total	Acc/ MvKm	Persons Injured	Persons Killed
	Subtotal - Hwy 307	**47.1**		**7.36**	**7**	**0**	**0**	**7**	**0.95**	**0**	**0**
308-01	Manitoba Border - Jct Hwy 8	14.8	235	1.27	3	0	0	3	2.36	0	0
309-01	Ebenezer - Rhein	18.4	420	2.82	4	1	0	5	1.77	1	0
310-00	Hwy 310 Section Not Known	0.0	0	0.00	7	0	0	7	0.00	0	0
310-01	Balcarres - Ituna	43.3	368	5.81	9	0	0	9	1.55	0	0
310-03	Jct Hwy 52 - Foam Lake	50.9	150	2.79	7	0	0	7	2.51	0	0
310-04	Foam Lake - Kuroki	30.4	269	2.98	2	1	0	3	1.01	1	0
	Subtotal - Hwy 310	**124.5**		**11.58**	**25**	**1**	**0**	**26**	**2.24**	**1**	**0**
312-00	Hwy 312 Section Not Known	0.0	0	0.00	2	0	0	2	0.00	0	0
312-01	Wakaw - Rosthern	41.1	482	7.24	12	0	0	12	1.66	0	0
312-02	Rosthern - Jct Hwy 12	36.9	804	10.83	12	3	0	15	1.39	3	0
	Subtotal - Hwy 312	**78.0**		**18.07**	**26**	**3**	**0**	**29**	**1.61**	**3**	**0**
316-01	Clavet - Hwy 5	16.0	616	3.59	12	0	0	12	3.34	0	0
317-00	Hwy 317 Section Not Known	0.0	0	0.00	2	0	0	2	0.00	0	0
317-01	Jct Hwy 7 - S Jct Hwy 51	46.9	239	4.09	0	0	0	0	0.00	0	0
317-02	N Jct Hwy 51 - Jct Hwy 31	44.6	246	4.00	9	0	0	9	2.25	0	0
	Subtotal - Hwy 317	**91.5**		**8.09**	**11**	**0**	**0**	**11**	**1.36**	**0**	**0**
318-01	Carnduff - Alida	27.8	398	4.03	8	0	0	8	1.98	0	0
320-01	Jct Hwy 20 - Domremy	26.3	118	1.13	4	0	0	4	3.54	0	0
321-01	Liebenthal - Alberta Border	33.2	419	5.07	9	0	0	9	1.78	0	0
322-01	Jct Hwy 20 - Jct Hwy 220	29.2	427	4.56	12	2	0	14	3.07	3	0
324-01	Jct Hwy 378 - Mayfair	18.6	76	0.52	0	0	0	0	0.00	0	0
332-01	Jct Hwy 32 - Hazlet	43.9	221	3.54	5	0	0	5	1.41	0	0
334-00	Hwy 334 Section Not Known	0.0	0	0.00	6	0	0	6	0.00	0	0
334-01	Jct Hwy 13 - Avonlea	62.4	129	2.94	5	0	0	5	1.70	0	0
334-02	Avonlea - Corinne	33.9	423	5.23	11	1	0	12	2.30	1	0
	Subtotal - Hwy 334	**96.3**		**8.17**	**22**	**1**	**0**	**23**	**2.82**	**1**	**0**
335-00	Hwy 335 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
335-01	Jct Hwy 23 - Jct Hwy 35	21.2	551	4.27	4	2	0	6	1.41	2	0
335-02	Jct Hwy 35 - Gronlid	29.4	421	4.51	8	1	0	9	2.00	1	0
	Subtotal - Hwy 335	**50.6**		**8.78**	**12**	**3**	**0**	**15**	**1.71**	**3**	**0**
339-01	Avonlea - Jct Hwy 39	50.1	293	5.35	17	1	0	18	3.36	1	0
340-01	Radisson - Hafford	30.6	297	3.32	7	0	0	7	2.11	0	0
342-00	Hwy 342 Section Not Known	0.0	0	0.00	7	0	0	7	0.00	0	0
342-01	Jct Hwy 42 - Beechy	11.8	236	1.02	3	0	0	3	2.95	0	0
342-02	Beechy - Clearwater Lake	43.9	175	2.80	14	0	0	14	4.99	0	0
342-03	Clearwater Lake - Jct Hwy 4	6.7	299	0.74	1	0	0	1	1.36	0	0
342-04	Jct Hwy 4 - Lacadena	31.2	125	1.42	4	0	0	4	2.81	0	0
342-05	Lacadena - Jct Hwy 44	29.7	93	1.01	2	0	0	2	1.98	0	0
	Subtotal - Hwy 342	**123.3**		**6.99**	**31**	**0**	**0**	**31**	**4.44**	**0**	**0**
343-01	Jct Hwy 4 - Simmie	32.9	200	2.40	3	0	0	3	1.25	0	0

2008 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
349-00	Hwy 349 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
349-10	Jct Hwy 38 - Archerwill	23.2	212	1.79	4	1	0	5	2.79	1	0
349-11	Jct Hwy 35 - Naicam	32.6	368	4.37	9	0	0	9	2.06	0	0
	Subtotal - Hwy 349	**55.7**		**6.17**	**13**	**1**	**0**	**14**	**2.27**	**1**	**0**
350-01	U.S. Border - Jct Hwy 18	16.3	83	0.49	0	0	0	0	0.00	0	0
354-01	Bethune - Dilke	20.6	256	1.93	3	1	0	4	2.08	2	0
355-00	Hwy 355 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
355-01	Meath Park - Spruce Home	28.0	190	1.94	5	2	0	7	3.60	2	0
355-02	Spruce Home - 11 km West	17.4	883	5.62	10	1	1	12	2.13	4	1
	Subtotal - Hwy 355	**45.5**		**7.56**	**16**	**3**	**1**	**20**	**2.64**	**6**	**1**
357-01	Togo - Jct Hwy 8	20.4	150	1.12	0	0	0	0	0.00	0	0
358-01	Wood Mountain - Limerick	42.6	202	3.14	2	0	0	2	0.64	0	0
361-11	Manitoba Border - Jct Hwy 8	18.8	118	0.81	2	1	0	3	3.70	1	0
361-12	Jct Hwy 8 - Jct Hwy 9	47.7	187	3.25	5	0	0	5	1.54	0	0
361-13	Jct Hwy 9 - Jct Hwy 47	52.4	591	11.29	15	2	0	17	1.51	2	0
	Subtotal - Hwy 361	**118.9**		**15.36**	**22**	**3**	**0**	**25**	**1.63**	**3**	**0**
363-00	Hwy 363 Section Not Known	0.0	0	0.00	14	0	0	14	0.00	0	0
363-01	Moose Jaw - Courval	70.6	276	7.11	13	1	0	14	1.97	1	0
363-02	Courval - Hodgeville	57.5	99	2.08	5	0	0	5	2.41	0	0
363-03	Hodgeville - Jct Hwy 4	69.9	194	4.95	14	1	0	15	3.03	1	0
	Subtotal - Hwy 363	**198.0**		**14.14**	**46**	**2**	**0**	**48**	**3.39**	**2**	**0**
364-01	Balgonie - Edgeley	37.3	541	7.36	9	0	0	9	1.22	0	0
365-01	Watrous - Plunkett	35.3	410	5.29	16	2	0	18	3.40	2	0
367-01	Eyebrow - Jct Hwy 19	23.8	192	1.67	3	0	0	3	1.80	0	0
368-00	Hwy 368 Section Not Known	0.0	0	0.00	5	0	0	5	0.00	0	0
368-01	Muenster - St. Brieux	56.5	359	7.41	11	5	0	16	2.16	5	0
368-02	St. Brieux - Beatty	33.4	551	6.71	1	1	0	2	0.30	1	0
	Subtotal - Hwy 368	**89.9**		**14.12**	**17**	**6**	**0**	**23**	**1.63**	**6**	**0**
369-01	Jct Hwy 10 - Togo	20.6	61	0.46	1	0	0	1	2.18	0	0
371-01	Fox Valley - Alberta Border	41.5	254	3.84	8	1	0	9	2.34	1	0
373-01	Jct Hwy 42 - Birsay	14.0	117	0.60	1	0	0	1	1.68	0	0
374-01	Jct Hwy 21 - Jct Hwy 14	50.0	100	1.83	1	0	0	1	0.55	0	0
376-00	Hwy 376 Section Not Known	0.0	0	0.00	7	0	0	7	0.00	0	0
376-01	Jct Hwy 14 - Arelee	29.4	166	1.78	10	0	0	10	5.61	0	0
376-02	Arelee - Sonningdale	26.1	69	0.66	2	1	0	3	4.57	1	0
376-03	Sonningdale - Maymont	21.4	187	1.46	4	1	0	5	3.42	2	0
376-04	Maymont - Jct Hwy 40	18.0	135	0.88	2	0	0	2	2.26	0	0
376-05	Jct Hwy 40 - Jct Hwy 324	25.9	55	0.52	0	0	0	0	0.00	0	0
	Subtotal - Hwy 376	**120.7**		**5.30**	**25**	**2**	**0**	**27**	**5.09**	**3**	**0**
377-01	Radville - Ceylon	22.9	283	2.36	7	0	0	7	2.97	0	0
378-00	Hwy 378 Section Not Known	0.0	0	0.00	6	0	0	6	0.00	0	0

2008 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
378-01	Jct Hwy 4 - Rabbit Lake	67.0	245	5.99	7	0	0	7	1.17	0	0
378-02	Rabbit Lake - Spiritwood	41.6	275	4.17	9	1	0	10	2.40	1	0
	Subtotal - Hwy 378	**108.6**		**10.16**	**22**	**1**	**0**	**23**	**2.26**	**1**	**0**
379-01	McMahon - Wymark	18.4	247	1.66	3	0	0	3	1.81	0	0
381-01	MacNutt - Jct Hwy 8	24.6	69	0.62	0	0	0	0	0.00	0	0
397-01	Allan - Elstow	12.4	906	4.10	1	0	0	1	0.24	0	0
903-00	Hwy 903 Section Not Known	0.0	0	0.00	17	0	0	17	0.00	0	0
903-01	Jct Hwy 55 - N.A.D. Boundry	50.2	334	6.12	14	2	0	16	2.61	7	0
903-02	N.A.D. Boundry - Jct Hwy 965	55.3	227	4.58	9	2	0	11	2.40	3	0
903-03	Jct Hwy 965 - End	73.6	167	4.49	2	1	0	3	0.67	1	0
	Subtotal - Hwy 903	**179.2**		**15.19**	**42**	**5**	**0**	**47**	**3.09**	**11**	**0**
904-01	Jct Hwy 224 - Jct Hwy 903	30.2	171	1.88	4	0	0	4	2.12	0	0
905-00	Hwy 905 Section Not Known	0.0	0	0.00	11	0	0	11	0.00	0	0
905-01	Jct Hwy 102 - Acc to Atwater L.	67.8	95	2.35	4	1	0	5	2.13	1	0
905-02	Atwater L. Acc - Courtney L. Acc	79.3	84	2.43	4	0	0	4	1.64	0	0
905-03	Courtney L. Acc. - to W. Lodge	88.6	92	2.97	2	1	0	3	1.01	2	0
905-04	W. Lodge Access - Henday Lake	32.7	110	1.31	1	0	0	1	0.76	0	0
905-05	Points North - Hawk Rock River	78.3	60	1.72	0	0	0	0	0.00	0	0
905-06	Hawk Rock River - Black Lake	106.7	60	2.34	1	0	0	1	0.43	0	0
905-07	Black Lake - Stony Rapids	22.2	132	1.07	6	2	0	8	7.48	4	0
	Subtotal - Hwy 905	**475.6**		**14.19**	**29**	**4**	**0**	**22**	**1.55**	**7**	**0**
907-01	Jct Hwy 165 -Fort Black	5.5	10	0.02	0	0	0	0	0.00	0	0
908-01	Jct Hwy 155 - End	20.6	417	3.14	3	1	0	4	1.28	1	0
909-01	Jct Hwy 155 - Turnor Lake	30.0	220	2.41	3	0	0	3	1.24	0	0
910-01	Jct Hwy 165 - End	34.1	53	0.66	1	0	0	1	1.52	0	0
911-01	Jct Hwy 106 - Deschambault L.	29.1	150	1.59	4	1	0	5	3.14	1	0
912-02	Jct Hwy 913 - Jct Hwy 165	67.2	17	0.42	0	0	0	0	0.00	0	0
912-03	Jct Hwy 165 - End	34.8	11	0.14	0	0	0	0	0.00	0	0
	Subtotal - Hwy 912	**102.0**		**0.56**	**0**	**0**	**0**	**0**	**0.00**	**0**	**0**
913-00	Hwy 913 Section Not Known	0.0	0		0	0	0			0	0
913-01	Jct Hwy 120 - Jct Hwy 912	40.9	56	0.84	2	0	0	2	2.39	0	0
913-02	Jct Hwy 912 - Jct Hwy 106	24.3	39	0.35	0	0	0	0	0.00	0	0
	Subtotal - Hwy 913	**65.2**		**1.18**	**2**	**0**	**0**	**2**	**1.69**	**0**	**0**
914-00	Hwy 914 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
914-01	Jct Hwy 165 - Pinehouse Lake	50.0	161	2.94	1	0	0	1	0.34	0	0
914-02	Pinehouse Lake - Bridge (N. Abut)	25.3	110	1.02	0	0	0	0	0.00	0	0
914-03	Churchill River - Key Lake	194.3	100	7.09	2	0	0	2	0.28	0	0
	Subtotal - Hwy 914	**269.5**		**11.04**	**3**	**0**	**0**	**3**	**0.27**	**0**	**0**
915-01	Jct Hwy 102 - Stanley Mission	35.8	160	2.09	10	1	0	11	5.26	2	0
916-00	Hwy 916 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
916-01	Jct Hwy 2 - Jct Hwy 921	41.4	12	0.18	0	0	0	0	0.00	0	0
916-02	Jct Hwy 921- Jct Hwy 917	48.7	10	0.18	1	0	0	1	5.62	0	0

2008 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
916-03	Jct Hwy 917 - Jct Hwy 924	20.4	56	0.42	0	0	0	0	0.00	0	0
	Subtotal - Hwy 916	**110.5**		**0.78**	**1**	**0**	**0**	**1**	**1.29**	**0**	**0**
917-01	Jct Hwy 916 - End	32.0	4	0.05	0	0	0	0	0.00	0	0
918-01	Jct Hwy 165 - (FN Bdry - End)	92.4	74	2.50	7	2	0	9	3.61	3	0
919-01	Jct Hwy 21 - Cold River	20.9	60	0.46	0	0	0	0	0.00	0	0
919-02	Cold River - SK Alta Border	34.9	31	0.40	0	0	0	0	0.00	0	0
	Subtotal - Hwy 919	**55.7**		**0.86**	**0**	**0**	**0**	**0**	**0.00**	**0**	**0**
920-03	Jct Hwy 106 - Jct Hwy 932	3.5	65	0.08	0	0	0	0	0.00	0	0
	Subtotal - Hwy 920	**3.5**		**0.08**	**0**	**0**	**0**	**0**	**0.00**	**0**	**0**
921-01	Jct Hwy 933 - Jct Hwy 937	25.6	5	0.05	0	0	0	0	0.00	0	0
922-00	Hwy 922 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
922-01	Bodmin - N of Jct Hwy 940	30.8	55	0.62	1	0	0	1	1.62	0	0
922-02	North Jct Hwy 940 - Jct Hwy 916	61.3	27	0.60	0	0	0	0	0.00	0	0
	Subtotal - Hwy 922	**92.2**		**1.22**	**1**	**0**	**0**	**1**	**1.62**	**0**	**0**
924-01	Jct Hwy 55 - Dore`Lake	65.3	50	1.19	1	1	0	2	1.68	1	0
925-00	Hwy 925 Section Not Known	0.0	0	0.00	4	0	0	4	0.00	0	0
925-01	Jct Hwy 155 - Dillon	58.8	187	4.02	9	4	0	13	3.24	5	0
925-02	Jct Hwy 925 - N. Lmts. of Michel	22.2	119	0.96	2	0	0	2	2.07	0	0
	Subtotal - Hwy 925	**81.0**		**4.98**	**15**	**4**	**0**	**19**	**3.82**	**5**	**0**
926-01	Jct Hwy 120 - Jct Hwy 969	75.5	16	0.44	1	0	0	1	2.27	0	0
927-01	Jct Hwy 912 - East Trout Lake	23.3	45	0.38	1	0	0	1	2.61	0	0
928-01	Jct Hwy 120 - 0.4Km SE of Park Bd.	12.5	16	0.07	0	0	0	0	0.00	0	0
931-01	Jct Hwy 926 - End	6.0	10	0.02	0	0	0	0	0.00	0	0
934-01	Jct Hwy 912 - End	0.0	0	0.00	0	0	0	0	0.00	0	0
935-01	Jct Hwy 165 - Jct Hwy 910	8.2	40	0.12	0	0	0	0	0.00	0	0
937-01	Jct Hwy 939 - End	42.2	14	0.22	0	0	0	0	0.00	0	0
939-01	Jct Hwy 916 - 47.7 Km North	41.4	5	0.08	0	0	0	0	0.00	0	0
942-01	Jct Hwy 55 - 42 Km N Jct Hwy 943	56.0	61	1.24	0	0	0	0	0.00	0	0
943-00	Hwy 943 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
943-01	Hwy 942 - Jct Hwy 946	27.6	30	0.30	1	0	0	1	3.31	0	0
943-02	Jct Hwy 946 - 4 Km E of Meetoos	34.6	18	0.23	0	0	0	0	0.00	0	0
	Subtotal - Hwy 943	**62.2**		**0.5**	**2**	**0**	**0**	**2**	**3.31**	**0**	**0**
945-01	Jct Hwy 24 - Jct Hwy 943	29.0	58	0.61	1	0	0	1	1.63	0	0
946-01	23.3 Km S of Jct Hwy 943	21.5	35	0.27	0	0	0	0	0.00	0	0
950-01	Jct Hwy 224 - Jct Hwy 919	35.3	50	0.64	1	0	0	1	1.56	0	0
951-01	Jct Hwy 941 - Jct Hwy 903	26.1	205	1.95	4	1	0	5	0.00	1	0
953-01	Jct Hwy 263 - Jct Hwy 2	32.4	190	2.25	4	0	0	4	1.78	0	0

2008 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
954-01	Jct Hwy 26 - End	12.2	108	0.48	0	0	0	0	0.00	0	0
955-04	La Loche - Cluff lake	244.9	75	6.70	13	4	0	17	2.54	4	0
956-01	Jct Hwy 155 - Alberta Border	53.9	42	0.82	4	1	0	5	6.10	3	0
962-03	Jct Hwy 962 - End	8.4	80	0.25	0	0	0	0	0.00	0	1
965-05	Jct Hwy 155 - Jct Hwy 903	46.7	151	2.57	0	3	1	4	1.55	4	1
969-00	Hwy 969 Section Not Known	0.0	0	0.00	3	0	0	3	0.00	0	0
969-01	Jct Hwy 2 - Jct Hwy 930	14.9	360	1.96	0	0	1	1	0.51	0	1
969-02	Jct Hwy 930 - Jct Hwy 165	100.2	35	1.28	0	1	0	1	0.78	3	0
969-03	Jct Hwy 165 - End	38.4	0	0.00	2	0	0	2	0.00	0	0
	Subtotal - Hwy 969	**153.5**		**3.24**	**5**	**1**	**1**	**7**	**2.16**	**3**	**1**
982-00	Hwy 982 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
982-01	N of Swan Plain - Jct Hwy 983	26.8	26	0.26	1	0	0	1	3.88	0	0
982-02	Jct Hwy 983 - Jct Hwy 9	30.6	33	0.37	1	0	0	1	2.71	0	0
	Subtotal - Hwy 982	**57.4**		**0.63**	**2**	**0**	**0**	**2**	**3.19**	**0**	**0**
983-00	Hwy 983 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
983-02	Jct Hwy 982 - Jct Hwy 9	30.7	28	0.31	0	0	0	0	0.00	0	0
983-03	Jct Hwy 9 - Jct Hwy 984	26.3	20	0.19	0	0	0	0	0.00	0	0
	Subtotal - Hwy 983	**57.0**		**0.50**	**0**	**0**	**0**	**0**	**0.00**	**0**	**0**
984-01	9 Km S of Jct Hwy 983 - Jct Hwy 23	14.0	39	0.20	0	0	0	0	0.00	0	0
995-00	Hwy 995 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
	Other*				310	0	0	310	0.00	0	0
GRAND TOTAL		**22,536**		**8,056**	**11,374**	**1,220**	**77**	**12,671**	**1.57**	**1,657**	**84**

* Includes industrial access roads, northern tributaries, sub-connectors, service roads and not stated control sections.

2008 Traffic Collision Statistics
Urban Communities with a Population of 5,000 or More

Table 11.2

		Collisions					Persons	
Community	Population	Property Damage	Personal Injury	Fatal	Total	Acc/ 100 pop	Injured	Killed
Estevan	11,185	383	54	0	437	3.91	77	0
Humboldt	5,765	119	7	0	126	2.19	11	0
Lloydminster	10,475	383	59	1	443	4.23	77	1
Martensville	6,035	84	8	0	92	1.52	11	0
Meadow Lake	6,592	127	14	0	141	2.14	16	0
Melfort	5,862	91	9	1	101	1.72	11	1
Moose Jaw	34,759	1130	159	1	1,290	3.71	218	1
North Battleford	15,401	414	56	0	470	3.05	84	0
Prince Albert	41,835	1279	198	2	1,479	3.54	258	2
Regina	192,232	8341	1143	5	9,489	4.94	1455	7
Saskatoon	218,573	11963	1247	5	13,215	6.05	1589	5
Swift Current	16,490	459	38	0	497	3.01	45	0
Warman	6,363	107	24	1	132	2.07	42	1
Weyburn	10,258	236	19	0	255	2.49	23	0
Yorkton	17,605	418	59	0	477	2.71	75	0
Total	**599,430**	**25,534**	**3,094**	**16**	**28,644**	**4.78**	**3,992**	**18**

Populations are based on Saskatchewan Health Services Plan statistics.

The Traffic Accident Information System (TAIS) provides each city municipal engineering department with collision data specific to their city. This data, mostly in electronic form, enables each city to do a much more detailed analysis of their collisions. Many of them, in turn, summarize and publish their own collision statistics and internal analysis.

Additional information specific to any city may be obtained by contacting their respective engineering department. A listing of contacts for each city is provided below.

Estevan	Greg Wock	306-634-1823
Humboldt	Rod Halyk	306-682-2221
Lloydminster	Adam Homes	780-875-2302
Melfort	Gerald Gilmore	306-752-5911
Melville	Allan Callfas	306-728-6865
Moose Jaw	Ryan Johnson	306-694-4473
North Battleford	Stewart Shafer	306-445-1735
Prince Albert	Keri Sapsford	306-953-4900
Regina	Joseph Otitoju	306-777-7749
Saskatoon	Shirley Matt	306-975-2642
Swift Current	Trevor Feicht	306-778-2777
Weyburn	Blaine Frank	306-848-3230
Yorkton	Dawn Oehler	306-786-1737

Additional information is available from TAIS for any community wishing to do further analysis of the collisions in their respective areas. Please contact SGI's Traffic Safety Program Evaluation Depatment at 306-775-6668.

2008 Pedestrian Collisions
In Urban Communities with a Population of 5,000 or More

Table 11.3

Community	Collisions			Persons	
	Personal Injury	Fatal	Total	Injured	Killed
Estevan	2	0	2	2	0
Humboldt	2	0	2	2	0
Lloydminster	6	0	6	6	0
Martensville	0	1	0	3	0
Meadow Lake	3	0	3	0	1
Melfort	0	1	1	16	1
Moose Jaw	16	1	17	1	0
Nipawin	1	0		3	0
North Battleford	3	0	3	42	1
Prince Albert	36	1	37	82	3
Regina	80	3	83	114	1
Saskatoon	102	1	103	2	0
Swift Current	2	0	2	6	0
Weyburn	0	0	0	0	0
Yorkton	6	0	6	6	0
Total	**259**	**8**	**265**	**285**	**7**

2008 Bicycle Collisions
In Urban Communities with a Population of 5,000 or More

Table 11.4

Community	Collisions				Persons	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Estevan	0	4	0	4	4	0
Humboldt	0	0	0	0	0	0
Lloydminster	0	0	0	0	0	0
Martensville	0	2	0	2	2	0
Meadow Lake	0	0	0	0	0	0
Melfort	0	0	0	0	0	0
Moose Jaw	2	11	0	13	11	0
North Battleford	1	4	0	5	4	0
Prince Albert	1	7	0	8	7	0
Regina	24	60	0	84	60	0
Saskatoon	51	57	1	109	58	1
Swift Current	1	1	0	2	1	0
Warman	0	1	2	3	0	1
Weyburn	0	2	0	2	2	0
Yorkton	0	4	0	4	4	0
Total	**80**	**153**	**3**	**236**	**153**	**2**

2008 Alcohol-Involved Collisions
In Urban Communities with a Population of 5,000 or More

Table 11.5

Community	Collisions				Persons	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Estevan	14	1	1	16	1	1
Humboldt	3	3	0	6	6	0
Lloydminster	18	5	0	23	11	0
Martensville	6	3	0	9	3	0
Meadow Lake	6	8	1	15	15	1
Melfort	6	5	2	13	10	2
Moose Jaw	30	11	1	42	19	1
North Battleford	11	7	2	20	17	2
Prince Albert	66	24	1	91	36	1
Regina	285	112	5	402	170	7
Saskatoon	334	96	1	431	148	1
Swift Current	13	3	0	16	4	0
Warman	1	2	1	4	5	1
Weyburn	5	6	0	11	8	0
Yorkton	16	8	0	24	10	0
Total	**814**	**294**	**15**	**1123**	**463**	**17**

Traffic Collision Statistics by Intersection - Three Cities

Intersections Listed in order of 2008 Collision Frequency

Table 11.6

Saskatoon	Traffic Control	Collisions 2006	Collisions 2007	Collisions 2008	Collisions/ 10 mil veh*
51st St / Lenore & Wanuskewin / Warman	Traffic Signals	64	73	94	49.65
Idylwyld Dr & 22nd St	Traffic Signals	60	84	80	33.51
Ave C & Circle Dr	Traffic Signals	66	73	73	36.46
College Dr & Preston Ave	Traffic Signals	75	65	71	39.22
20th St& Idylwyld Dr	Traffic Signals	45	45	61	35.50
8th St & Preston Ave	Traffic Signals	52	48	61	34.27
51st St & Millar Ave	Traffic Signals	53	57	56	27.90
McKercher Dr & 8th St	Traffic Signals	49	46	49	29.91
33rd St & Idylwyld Dr	Traffic Signals	39	48	48	26.59
Circle Dr & Millar Ave	Traffic Signals	49	49	47	17.73
22nd St & Diefenbaker Dr	Traffic Signals	38	35	44	26.08
Circle Dr & Idylwyld Dr	Traffic Signals	24	45	44	14.93
Assiniboine Dr & Warman Rd	Traffic Signals	17	32	41	24.94
Central Ave & Attridge Dr	Traffic Signals	46	34	41	13.49
51st St & Faithfull Ave	Traffic Signals	34	37	36	15.96
Regina					
Albert St & Parliament Ave	Traffic Signals	40	38	52	41.69
Albert St & Saskatchewan Dr	Traffic Signals	24	30	45	24.88
Dewdney Ave & Lewvan Dr	Traffic Signals	25	26	45	25.02
4th Ave & Lewvan Dr	Traffic Signals	31	37	42	25.87
9th Ave N & McCarthy Blvd N	Traffic Signals	16	35	40	31.87
Park St & Victoria Ave E	Traffic Signals	37	38	39	23.88
Fleet St / University PK Dr & Victoria Ave	Traffic Signals	20	37	37	18.83
Pasqua St & Rochdale Blvd	Traffic Signals	22	28	36	21.80
Albert St & Victoria Ave	Traffic Signals	25	27	36	21.61
13th Ave & Lewvan Dr	Traffic Signals	17	28	35	28.82
Arcola Ave E & University PK Dr	Traffic Signals	19	20	33	21.47
1st Ave N / Avonhurst Dr & Albert St	Traffic Signals	26	34	33	19.38
Arcola Ave & Victoria Ave	Traffic Signals	28	42	32	17.10
Albert St & College Ave	Traffic Signals	21	19	32	20.34
Victoria Ave and Winnipeg St	Traffic Signals	20	35	32	24.67
Prince Albert					
6th Ave E & 15th St	Traffic Signals	28	28	28	20.60
2nd Ave W & 15th St	Traffic Signals	30	19	19	13.58
2nd Ave W & Marquis Rd	Traffic Signals	9	15	15	17.81
2nd Ave W & 28th St	Traffic Signals	10	13	13	28.51
6th Ave E & 28th St	Traffic Signals	10	13	13	13.59
1st Ave E & 15th St	Traffic Signals	11	11	11	11.76
6th Ave E & 22nd St	Traffic Signals	18	10	10	8.29
Central Ave & 15th St	Traffic Signals	6	10	10	9.41
15th Ave E & 15th St	Traffic Signals	4	9	9	15.96
2nd Ave W & 12th St	Traffic Signals	20	9	9	8.78
6th Ave E & Marquis Rd	Traffic Signals	7	8	8	7.94
9th Ave W & 15th St	Traffic Signals	8	8	8	16.09
Central Ave & 28th St	Traffic Signals	3	8	8	8.39
2nd Ave W & 32nd St	Traffic Signals	8	8	8	7.67
15th Ave E & 28th St	Traffic Signals	25	8	8	18.29

* Collisions per 10 million vehicles travelling through the location

2008 Traffic Collision Statistics

Table 11.7

Urban Communities with a Population Between 250 and 5,000

Community	Population	Collisions				Coll/ 100 pop	Persons	
		Property Damage	Personal Injury	Fatal	Total		Injured	Killed
Aberdeen	780	4	0	0	4	0.51	0	0
Air Ronge	1,718	16	1	0	17	0.99	3	0
Alameda	383	3	0	0	3	0.78	0	0
Allan	771	3	0	0	3	0.39	0	0
Annaheim	284	1	0	0	1	0.35	0	0
Arborfield	399	4	0	0	4	1.00	0	0
Archerwill	349	3	1	0	4	1.15	1	0
Arcola	551	7	2	0	9	1.63	2	0
Asquith	852	5	2	0	7	0.82	2	0
Assiniboia	2,624	38	4	0	42	1.60	6	0
Avonlea	462	3	0	0	3	0.65	0	0
Balcarres	622	8	1	0	9	1.45	1	0
Balgonie	1,770	13	0	0	13	0.73	0	0
Battleford	4,019	51	7	0	58	1.44	14	0
Beauval	1,060	9	2	0	11	1.04	2	0
Beechy	336	1	0	0	1	0.30	0	0
Bengough	455	3	0	0	3	0.66	0	0
Bethune	432	3	1	0	4	0.93	1	0
Bienfait	946	8	2	0	10	1.06	2	0
Big River	1,063	15	2	0	17	1.60	2	0
Biggar	2,388	38	2	0	40	1.68	2	0
Birch Hills	1,209	13	1	0	14	1.16	1	0
Bjorkdale	337	4	0	0	4	1.19	0	0
Blaine Lake	603	7	1	0	8	1.33	1	0
Borden	375	3	0	0	3	0.80	0	0
Bredenbury	393	3	1	0	4	1.02	1	0
Broadview	599	8	4	0	12	2.00	4	0
Bruno	619	6	1	0	7	1.13	2	0
Buena Vista	468	2	0	0	2	0.43	0	0
Buffalo Narrows	1,340	19	3	0	22	1.64	3	0
Burstall	409	3	0	0	3	0.73	0	0
Cabri	574	3	0	0	3	0.52	0	0
Candle Lake	646	11	1	0	12	1.86	4	0
Canoe Narrows	904	1	0	0	1	0.11	0	0
Canora	2,388	30	1	0	31	1.30	6	0
Canwood	449	4	1	0	5	1.11	2	0
Carievale	316	3	0	0	3	0.95	0	0
Carlyle	1,527	27	1	0	28	1.83	1	0
Carnduff	1,143	16	2	0	18	1.57	2	0
Caronport	1,110	7	1	0	8	0.72	2	0
Carrot River	1,240	15	1	0	16	1.29	1	0
Central Butte	448	0	0	0	0	0.00	0	0
Chaplin	290	2	1	0	3	1.03	1	0
Choiceland	447	3	0	0	3	0.67	0	0
Churchbridge	790	7	0	0	7	0.89	0	0
Clavet	673	3	2	0	5	0.74	2	0
Cochin	323	8	0	0	8	2.48	0	0
Codette	320	1	0	0	1	0.31	0	0
Coleville	307	4	1	0	5	1.63	2	0
Colonsay	514	5	0	0	5	0.97	0	0
Coronach	823	13	1	0	14	1.70	3	0
Craik	484	5	1	0	6	1.24	3	0
Craven	640	2	0	0	2	0.31	0	0

2008 Traffic Collision Statistics

Table 11.7

Urban Communities with a Population Between 250 and 5,000

Community	Population	Collisions				Coll/ 100 pop	Persons	
		Property Damage	Personal Injury	Fatal	Total		Injured	Killed
Creighton	1,720	26	2	0	28	1.63	3	0
Cudworth	836	13	1	0	14	1.67	2	0
Cumberland House	1,239	2	2	0	4	0.32	2	0
Cupar	638	6	0	0	6	0.94	0	0
Cut Knife	569	7	0	0	7	1.23	0	0
Dalmeny	1,805	5	1	0	6	0.33	1	0
Davidson	1,097	16	1	0	17	1.55	1	0
Debden	537	8	0	0	8	1.49	0	0
Delisle	1,201	12	1	0	13	1.08	1	0
Denare Beach	825	4	0	0	4	0.48	0	0
Dillon	773	9	1	0	10	1.29	1	0
Dinsmore	355	1	0	0	1	0.28	0	0
Dodsland	252	5	0	0	5	1.98	0	0
Domremy	258	4	0	1	5	1.94	1	1
Drake	281	3	0	0	3	1.07	0	0
Duck Lake	419	17	0	0	17	4.06	0	0
Dundurn	1,208	11	2	0	13	1.08	3	0
Dysart	288	2	0	0	2	0.69	0	0
Earl Grey	338	0	0	0	0	0.00	0	0
Eastend	632	3	1	0	4	0.63	1	0
Eatonia	605	3	0	0	3	0.50	0	0
Edam	493	7	0	0	7	1.42	0	0
Elbow	372	4	0	0	4	1.08	0	0
Elrose	535	6	1	0	7	1.31	1	0
Englefeld	273	3	1	0	4	1.47	1	0
Esterhazy	2,664	21	3	1	25	0.94	5	1
Eston	1,033	18	0	0	18	1.74	0	0
Fillmore	252	2	1	0	3	1.19	1	0
Flin Flon	281	4	0	0	4	1.42	0	0
Foam Lake	1,246	6	2	0	8	0.64	4	0
Fond Du Lac	743	1	0	0	1	0.13	0	0
Fort Qu'Appelle	2,351	55	10	0	65	2.76	13	0
Fox Valley	397	7	0	0	7	1.76	0	0
Frontier	477	4	0	0	4	0.84	0	0
Gainsborough	285	3	0	0	3	1.05	0	0
Glaslyn	440	10	0	0	10	2.27	0	0
Goodsoil	450	1	0	0	1	0.22	0	0
Gravelbourg	1,265	14	0	0	14	1.11	0	0
Green Lake	544	1	0	0	1	0.18	0	0
Grenfell	1,051	20	3	0	23	2.19	6	0
Gull Lake	1,203	16	1	0	17	1.41	3	0
Hafford	456	1	0	0	1	0.22	0	0
Hague	1,178	6	1	0	7	0.59	1	0
Hanley	565	7	1	0	8	1.42	2	0
Harris	261	4	0	0	4	1.53	0	0
Hepburn	728	1	0	0	1	0.14	0	0
Herbert	769	4	3	0	7	0.91	6	0
Hodgeville	276	4	0	0	4	1.45	0	0
Hudson Bay	2,150	27	0	0	2	1.26	0	0
Ile A La Crosse	1,537	13	0	0	13	0.85	0	0
Imperial	367	2	0	0	2	0.54	0	0
Indian Head	1,805	18	5	0	23	1.27	6	0
Invermay	318	1	0	0	1	0.31	0	0

2008 Traffic Collision Statistics

Table 11.7

Urban Communities with a Population Between 250 and 5,000

Community	Population	Collisions				Coll/ 100 pop	Persons	
		Property Damage	Personal Injury	Fatal	Total		Injured	Killed
Ituna	777	12	0	0	12	1.54	0	0
Kamsack	1,932	31	3	0	34	1.76	5	0
Kelvington	1,028	19	1	0	20	1.95	3	0
Kenaston	372	8	2	0	10	2.69	3	0
Kennedy	280	3	0	0	3	1.07	0	0
Kenosee Lake	321	1	0	0	1	0.31	0	0
Kerrobert	1,097	11	1	0	12	1.09	2	0
Kindersley	4,809	145	7	0	152	3.16	9	0
Kinistino	685	8	0	0	8	1.17	0	0
Kipling	1,101	21	3	0	24	2.18	3	0
Kyle	482	1	0	0	1	0.21	0	0
La Loche	3,016	37	7	0	44	1.46	9	0
La Ronge	4,990	70	5	1	76	1.52	8	1
Lafleche	494	1	0	0	1	0.20	0	0
Laird	258	1	1	0	2	0.78	2	0
Lake Lenore	364	2	0	0	2	0.55	0	0
Lampman	716	10	0	0	10	1.40	0	0
Langenburg	1,200	15	0	0	15	1.25	0	0
Langham	1,479	10	1	0	11	0.74	2	0
Lanigan	1,384	26	0	0	26	1.88	0	0
Lashburn	1,167	9	2	0	11	0.94	4	0
Leader	928	14	0	0	14	1.51	0	0
Leask	412	5	0	0	5	1.21	0	0
Lebret	311	2	0	0	2	0.64	0	0
Lemberg	316	3	0	0	3	0.95	0	0
Leoville	410	3	0	0	3	0.73	0	0
Leroy	453	2	0	0	2	0.44	0	0
Lipton	367	0	2	0	2	0.54	7	0
Loon Lake	409	7	1	0	8	1.96	1	0
Lucky Lake	380	2	0	0	2	0.53	0	0
Lumsden	2,035	26	2	0	28	1.38	3	0
Luseland	654	6	0	0	6	0.92	0	0
Macklin	1,474	20	0	0	20	1.36	0	0
Macoun	253	20	3	0	23	9.09	4	0
Maidstone	1,328	1	0	0	1	0.08	0	0
Manor	350	1	0	0	1	0.29	0	0
Maple Creek	2,675	45	1	0	46	1.72	1	0
Marshall	747	2	0	0	2	0.27	0	0
Maryfield	375	6	0	0	6	1.60	0	0
McLean	370	1	1	0	2	0.54	4	0
Melville	4,479	91	14	1	106	2.37	16	1
Meota	470	1	0	0	1	0.21	0	0
Midale	585	3	0	0	3	0.51	0	0
Milden	278	0	0	0	0	0.00	0	0
Milestone	657	7	0	0	7	1.07	0	0
Montmartre	493	3	1	0	4	0.81	1	0
Moosomin	2,472	45	1	0	46	1.86	1	0
Morse	279	3	0	0	3	1.08	0	0
Mortlach	327	2	0	0	2	0.61	0	0
Mossbank	413	1	0	0	1	0.24	0	0
Muenster	436	1	2	0	3	0.69	2	0
Naicam	822	12	2	0	14	1.70	4	0
Neilburg	544	4	0	0	4	0.74	0	0

2008 Traffic Collision Statistics

Table 11.7

Urban Communities with a Population Between 250 and 5,000

Community	Population	Collisions				Coll/ 100 pop	Persons	
		Property Damage	Personal Injury	Fatal	Total		Injured	Killed
Neudorf	340	0	0	0	0	0.00	0	0
Nipawin	4,982	113	10	0	123	2.47	17	0
Nokomis	415	4	0	0	4	0.96	0	0
Norquay	597	7	0	0	7	1.17	0	0
Odessa	286	3	0	0	3	1.05	0	0
Ogema	370	8	1	0	9	2.43	2	0
Osler	1,303	11	0	0	11	0.84	0	0
Outlook	2,338	34	6	0	40	1.71	8	0
Oxbow	1,363	17	2	0	19	1.39	2	0
Pangman	251	2	0	0	2	0.80	0	0
Paradise Hill	657	0	0	0	0	0.00	0	0
Patuanak	432	4	0	0	4	0.93	0	0
Pelican Narrows	1,989	6	6	0	12	0.60	9	0
Pelly	340	2	0	0	2	0.59	0	0
Pense	575	6	0	0	6	1.04	0	0
Perdue	496	2	0	0	2	0.40	0	0
Pierceland	732	8	0	0	8	1.09	0	0
Pilot Butte	2,193	18	2	0	20	0.91	2	0
Pinehouse Lake	1,087	2	0	0	2	0.18	0	0
Ponteix	598	8	0	0	8	1.34	0	0
Porcupine Plain	1,124	11	0	0	11	0.98	0	0
Preeceville	1,221	15	0	0	15	1.23	0	0
Qu'Appelle	738	4	1	0	5	0.68	2	0
Quill Lake	558	4	0	0	4	0.72	0	0
Radisson	518	6	2	0	8	1.54	4	0
Radville	778	12	0	0	12	1.54	0	0
Raymore	656	8	0	0	8	1.22	0	0
Redvers	1,028	22	0	0	22	2.14	0	0
Regina Beach	1,206	20	0	0	20	1.66	0	0
Rocanville	1,015	11	1	0	12	1.18	1	0
Rockglen	444	2	0	0	2	0.45	0	0
Rose Valley	402	2	0	0	2	0.50	0	0
Rosetown	2,592	65	3	0	68	2.62	3	0
Rosthern	1,583	14	2	0	16	1.01	2	0
Rouleau	496	4	0	0	4	0.81	0	0
Saltcoats	580	10	0	0	10	1.72	0	0
Sandy Bay	1,240	7	1	0	8	0.65	1	0
Sedley	367	6	0	0	6	1.63	0	0
Semans	260	2	0	0	2	0.77	0	0
Shaunavon	1,989	30	3	0	33	1.66	3	0
Shell Lake	356	6	0	0	6	1.69	0	0
Shellbrook	1,604	37	5	0	42	2.62	8	0
Silton	466	0	1	0	1	0.21	1	0
Smeaton	264	0	0	0	0	0.00	0	0
Southend	600	3	3	0	6	1.00	3	0
Southey	950	9	0	0	9	0.95	0	0
Spalding	294	1	0	0	1	0.34	0	0
Spiritwood	1,206	20	1	0	21	1.74	1	0
Springside	586	3	0	0	3	0.51	0	0
St Brieux	599	8	0	0	8	1.34	0	0
St Louis	561	5	1	0	6	1.07	1	0
St Walburg	881	9	0	0	9	1.02	0	0
Stanley Mission	1,109	4	0	0	4	0.36	0	0

2008 Traffic Collision Statistics

Table 11.7

Urban Communities with a Population Between 250 and 5,000

Community	Population	Collisions				Coll/ 100 pop	Persons	
		Property Damage	Personal Injury	Fatal	Total		Injured	Killed
Star City	471	5	0	0	5	1.06	0	0
Stockholm	361	1	1	0	2	0.55	2	0
Stony Rapids	1,102	2	0	0	2	0.18	0	0
Stoughton	678	13	1	0	14	2.06	1	0
Strasbourg	880	6	0	0	6	0.68	0	0
Sturgis	671	8	4	0	12	1.79	4	0
Theodore	397	1	0	0	1	0.25	0	0
Tisdale	3,498	71	5	0	76	2.17	6	0
Turnor Lake	545	3	0	0	3	0.55	0	0
Turtleford	674	11	0	0	11	1.63	0	0
Unity	2,407	40	0	0	40	1.66	0	0
Vanscoy	660	5	1	0	6	0.91	1	0
Vibank	487	2	0	0	2	0.41	0	0
Vonda	355	2	0	0	2	0.56	0	0
Wadena	1,397	21	2	0	23	1.65	3	0
Wakaw	1,036	13	1	0	14	1.35	1	0
Waldheim	1,089	6	1	0	7	0.64	1	0
Wapella	408	3	0	0	3	0.74	0	0
Watrous	2,107	34	5	0	39	1.85	5	0
Watson	839	7	2	0	9	1.07	2	0
Wawota	597	13	0	0	13	2.18	0	0
White City	1,835	17	2	0	19	1.04	3	0
White Fox	535	1	0	0	1	0.19	0	0
Whitewood	957	13	1	1	15	1.57	4	2
Wilcox	354	1	0	0	1	0.28	0	0
Wilkie	1,331	13	2	0	15	1.13	2	0
Willow Bunch	353	2	0	0	2	0.57	0	0
Windthorst	260	2	0	0	2	0.77	0	0
Wollaston Lake	1,022	2	1	0	3	0.29	1	0
Wolseley	890	9	0	0	9	1.01	0	0
Wynyard	2,070	31	3	1	35	1.69	5	1
Yellow Grass	419	4	0	0	4	0.95	0	0
Young	282	6	0	0	6	2.13	0	0
Zenon Park	265	3	0	0	3	1.13	0	0
Totals	**222,914**	**2,688**	**242**	**6**	**2,936**	**1.32**	**349**	**7**

Summary of Urban Collisions

Communities under 250	24,707	306	40	1	347	1.40	60	1
Communities 250 to 5,000	222,914	2,611	218	1	2,830	1.27	304	1
Communities over 5,000	584,837	25,540	3,080	15	28,635	4.90	0,721	10
Total - All Communities	**832,458**	**28,457**	**3,338**	**17**	**31,812**	**3.82**	**1,085**	**12**

Populations are based on Saskatchewan Health Services Plan statistics.

2008 Traffic Collision Statistics by Rural Municipality

Table 11.8

	Rural Municipality	Population	Travel MvKm	Collisions: Property Damage	Collisions: Personal Injury	Collisions: Fatal	Collisions: Total	Acc/ MvKm	Acc/ 100 pop	Victims: Injured	Victims: Killed
001	Argyle	228	4.40	20	0	0	20	4.54	8.77	0	0
002	Mount Pleasant	320	8.38	20	2	0	22	2.63	6.88	2	0
003	Enniskillen	384	6.81	37	0	0	37	5.43	9.64	0	0
004	Coalfields	284	7.22	22	4	0	26	3.60	9.15	5	0
005	Estevan	655	7.24	33	5	1	39	5.39	5.95	9	1
006	Cambria	200	3.82	16	0	1	17	4.45	8.50	3	1
007	Souris Valley	295	4.31	8	0	0	8	1.86	2.71	0	0
008	Lake Alma	236	3.65	16	0	0	16	4.38	6.78	0	0
009	Surprise Valley	152	3.84	6	0	0	6	1.56	3.95	0	0
010	Happy Valley	198	1.32	2	0	0	2	1.51	1.01	0	0
011	Hart Butte	204	6.60	10	1	0	11	1.67	5.39	1	0
012	Poplar Valley	284	3.46	0	0	0	0	0.00	0.00	0	0
017	Val Marie	450	5.98	2	1	0	3	0.50	0.67	1	0
018	Lone Tree	141	2.52	3	0	0	3	1.19	2.13	0	0
019	Frontier	239	4.10	4	0	0	4	0.98	1.67	0	0
031	Storthoaks	304	4.46	16	0	0	16	3.59	5.26	0	0
032	Reciprocity	298	8.43	24	3	0	27	3.20	9.06	4	0
033	Moose Creek	313	6.92	9	1	0	10	1.44	3.19	1	0
034	Browning	408	11.73	32	2	0	34	2.90	8.33	4	0
035	Benson	420	8.38	7	0	0	7	0.84	1.67	0	0
036	Cymri	331	14.99	30	2	0	32	2.13	9.67	2	0
037	Lomond	245	8.30	11	0	0	11	1.33	4.49	0	0
038	Laurier	298	6.34	12	0	0	12	1.89	4.03	0	0
039	The Gap	183	3.95	8	1	0	9	2.28	4.92	1	0
040	Bengough	246	6.68	13	0	0	13	1.95	5.28	0	0
042	Willow Bunch	399	5.47	13	3	0	16	2.92	4.01	6	0
043	Old Post	316	5.56	12	1	0	13	2.34	4.11	1	0
044	Waverley	278	5.67	10	1	0	11	1.94	3.96	1	0
045	Mankota	438	4.67	7	2	1	10	2.14	2.28	3	1
046	Glen McPherson	106	1.89	1	0	0	1	0.53	0.94	0	0
049	White Valley	447	9.95	34	0	0	34	3.42	7.61	0	0
051	Reno	319	6.15	10	0	0	10	1.63	3.13	0	0
061	Antler	462	9.35	30	2	0	32	3.42	6.93	5	0
063	Moose Mountain	399	8.17	28	2	0	30	3.67	7.52	3	0
064	Brock	227	8.78	35	3	0	38	4.33	16.74	4	0
065	Tecumseh	269	6.23	36	2	1	39	6.26	14.50	4	1
066	Griffin	336	8.09	22	2	0	24	2.97	7.14	2	0
067	Weyburn	626	8.43	38	1	1	40	4.74	6.39	2	1
068	Brokenshell	294	3.81	6	1	0	7	1.84	2.38	1	0
069	Norton	204	4.41	6	0	0	6	1.36	2.94	0	0
070	Key West	299	5.71	13	0	0	13	2.28	4.35	0	0
071	Excel	502	6.39	7	1	0	8	1.25	1.59	1	0
072	Lake of The Rivers	234	6.65	17	2	0	19	2.86	8.12	2	0
073	Stonehenge	415	6.35	11	2	0	13	2.05	3.13	2	0
074	Wood River	265	4.99	8	1	0	9	1.81	3.40	1	0
075	Pinto Creek	239	4.36	6	0	0	6	1.37	2.51	0	0
076	Auvergne	278	5.63	19	1	0	20	3.55	7.19	1	0
077	Wise Creek	212	3.11	4	0	0	4	1.29	1.89	0	0

2008 Traffic Collision Statistics by Rural Municipality

Table 11.8

	Rural Municipality	Population	Travel MvKm	Collisions Property Damage	Collisions Personal Injury	Collisions Fatal	Collisions Total	Acc/ MvKm	Acc/ 100 pop	Victims Injured	Victims Killed
078	Grassy Creek	245	4.10	14	0	0	14	3.42	5.71	0	0
079	Arlington	291	5.54	10	0	0	10	1.80	3.44	0	0
091	Maryfield	323	5.59	11	1	0	12	2.15	3.72	2	0
092	Walpole	334	7.74	5	0	0	5	0.65	1.50	0	0
093	Wawken	370	6.35	22	3	0	25	3.94	6.76	5	0
094	Hazelwood	254	8.34	17	1	0	18	2.16	7.09	1	0
095	Golden West	323	7.48	12	2	0	14	1.87	4.33	2	0
096	Fillmore	228	7.89	22	2	0	24	3.04	10.53	2	0
097	Wellington	290	4.58	5	0	0	5	1.09	1.72	0	0
098	Scott	156	5.28	10	0	0	10	1.90	6.41	0	0
099	Caledonia	261	3.92	6	1	0	7	1.79	2.68	1	0
100	Elmsthorpe	231	4.92	12	1	0	13	2.64	5.63	1	0
101	Terrell	243	4.26	8	1	0	9	2.11	3.70	1	0
102	Lake Johnston	127	3.45	8	0	0	8	2.32	6.30	0	0
103	Sutton	236	5.82	7	1	0	8	1.37	3.39	2	0
104	Gravelbourg	316	4.51	13	0	0	13	2.88	4.11	0	0
105	Glen Bain	247	3.78	4	0	0	4	1.06	1.62	0	0
106	Whiska Creek	410	4.24	9	0	0	9	2.12	2.20	0	0
107	Lac Pelletier	320	4.57	2	0	0	2	0.44	0.63	0	0
108	Bone Creek	328	5.37	10	0	0	10	1.86	3.05	0	0
109	Carmichael	467	4.77	6	0	0	6	1.26	1.28	0	0
110	Piapot	343	7.91	13	0	0	13	1.64	3.79	0	0
111	Maple Creek	851	13.48	38	2	0	40	2.97	4.70	2	0
121	Moosomin	360	7.43	23	0	0	23	3.09	6.39	0	0
122	Martin	280	8.12	12	3	0	15	1.85	5.36	3	0
123	Silverwood	450	8.75	13	2	0	15	1.71	3.33	2	0
124	Kingsley	389	9.09	23	4	0	27	2.97	6.94	6	0
125	Chester	353	6.51	25	0	0	25	3.84	7.08	0	0
126	Montmartre	420	9.57	21	2	0	23	2.40	5.48	2	0
127	Francis	574	9.76	40	0	0	40	4.10	6.97	0	0
128	Lajord	927	7.44	12	2	0	14	1.88	1.51	2	0
129	Bratt's Lake	162	6.19	8	1	0	9	1.45	5.56	2	0
130	Redburn	212	5.89	7	0	0	7	1.19	3.30	0	0
131	Baildon	374	6.30	11	0	0	11	1.75	2.94	0	0
132	Hillsborough	66	1.00	1	0	0	1	1.00	1.52	0	0
133	Rodgers	100	2.72	5	0	0	5	1.84	5.00	0	0
134	Shamrock	172	3.41	3	0	0	3	0.88	1.74	0	0
135	Lawtonia	269	4.14	9	0	0	9	2.18	3.35	0	0
136	Coulee	378	4.86	11	2	0	13	2.67	3.44	2	0
137	Swift Current	1,238	9.26	32	2	0	34	3.67	2.75	4	0
138	Webb	379	7.57	15	1	0	16	2.11	4.22	1	0
139	Gull Lake	182	5.16	19	0	0	19	3.68	10.44	0	0
141	Big Stick	131	3.90	8	1	0	9	2.31	6.87	2	0
142	Enterprise	152	7.96	4	1	0	5	0.63	3.29	1	0
151	Rocanville	447	6.93	25	0	0	25	3.61	5.59	0	0
152	Spy Hill	315	5.26	24	0	0	24	4.57	7.62	0	0
153	Willowdale	278	5.93	11	0	0	11	1.85	3.96	0	0
154	Elcapo	481	9.20	30	4	0	34	3.70	7.07	4	0

2008 Traffic Collision Statistics by Rural Municipality

Table 11.8

	Rural Municipality	Population	Travel MvKm	Collisions Property Damage	Collisions Personal Injury	Collisions Fatal	Collisions Total	Acc/ MvKm	Acc/ 100 pop	Victims Injured	Victims Killed
155	Wolseley	406	7.96	11	6	0	17	2.14	4.19	9	0
156	Indian Head	269	8.36	21	0	1	22	2.63	8.18	4	1
157	South Qu'Appelle	765	7.16	24	1	0	25	3.49	3.27	3	0
158	Edenwold	2,839	15.61	47	14	0	61	3.91	2.15	20	0
159	Sherwood	399	24.95	81	18	2	101	4.05	25.31	27	2
160	Pense	397	10.35	21	3	0	24	2.32	6.05	5	0
161	Moose Jaw	442	9.03	28	7	0	35	3.88	7.92	11	0
162	Caron	408	4.70	5	3	0	8	1.70	1.96	8	0
163	Wheatlands	147	4.27	7	3	0	10	2.34	6.80	3	0
164	Chaplin	103	2.39	3	0	0	3	1.25	2.91	0	0
165	Morse	385	8.82	22	2	0	24	2.72	6.23	4	0
166	Excelsior	715	9.60	18	1	0	19	1.98	2.66	1	0
167	Saskatchewan Landing	349	5.52	8	0	0	8	1.45	2.29	0	0
168	Riverside	418	10.46	18	0	0	18	1.72	4.31	0	0
169	Pittville	198	6.30	8	0	1	9	1.43	4.55	0	1
171	Fox Valley	324	5.85	5	0	0	5	0.85	1.54	0	0
181	Langenburg	515	7.74	22	0	1	23	2.97	4.47	3	1
183	Fertile Belt	691	9.98	33	2	0	35	3.51	5.07	2	0
184	Grayson	416	6.54	10	2	0	12	1.84	2.88	3	0
185	McLeod	493	4.86	16	2	0	18	3.71	3.65	2	0
186	Abernethy	325	6.73	21	2	0	23	3.42	7.08	2	0
187	North Qu'Appelle	388	7.80	18	1	0	19	2.44	4.90	1	0
189	Lumsden	818	13.68	32	6	0	38	2.78	4.65	9	0
190	Dufferin	438	5.89	22	2	0	24	4.08	5.48	2	0
191	Marquis	239	4.43	7	0	0	7	1.58	2.93	0	0
193	Eyebrow	180	4.91	5	0	0	5	1.02	2.78	0	0
194	Enfield	262	5.59	6	0	0	6	1.07	2.29	0	0
211	Churchbridge	582	7.15	14	0	0	14	1.96	2.41	0	0
213	Saltcoats	598	7.75	32	0	0	32	4.13	5.35	0	0
214	Cana	747	5.72	18	0	0	18	3.15	2.41	0	0
215	Stanley	468	6.91	15	1	0	16	2.32	3.42	1	0
216	Tullymet	250	3.72	2	0	0	2	0.54	0.80	0	0
217	Lipton	324	6.23	10	1	0	11	1.77	3.40	2	0
218	Cupar	441	8.07	22	2	0	24	2.98	5.44	2	0
219	Longlaketon	649	10.93	32	2	0	34	3.11	5.24	2	0
220	McKillop	355	6.77	19	1	0	20	2.95	5.63	1	0
221	Sarnia	257	7.69	15	3	0	18	2.34	7.00	5	0
222	Craik	244	6.29	5	1	0	6	0.95	2.46	1	0
223	Huron	178	3.85	6	1	0	7	1.82	3.93	1	0
224	Maple Bush	146	4.25	10	1	0	11	2.59	7.53	1	0
225	Canaan	126	3.40	6	0	0	6	1.76	4.76	0	0
226	Victory	416	4.49	18	3	0	21	4.67	5.05	4	0
228	Lacadena	536	9.64	21	0	0	21	2.18	3.92	0	0
229	Miry Creek	362	9.36	16	1	0	17	1.82	4.70	1	0
230	Clinworth	207	5.41	12	1	0	13	2.40	6.28	1	0
231	Happyland	282	8.40	19	2	0	21	2.50	7.45	2	0
232	Deer Forks	191	4.07	10	0	0	10	2.46	5.24	0	0
241	Calder	319	4.31	2	0	0	2	0.46	0.63	0	0

2008 Traffic Collision Statistics by Rural Municipality

Table 11.8

	Rural Municipality	Population	Travel MvKm	Collisions Property Damage	Collisions Personal Injury	Collisions Fatal	Collisions Total	Acc/ MvKm	Acc/ 100 pop	Victims Injured	Victims Killed
243	Wallace	701	7.61	14	0	0	14	1.84	2.00	0	0
244	Orkney	814	8.92	28	4	0	32	3.59	3.93	4	0
245	Garry	328	5.75	4	1	0	5	0.87	1.52	1	0
246	Ituna Bon Accord	368	5.46	17	1	0	18	3.30	4.89	1	0
247	Kellross	349	7.02	14	3	1	18	2.56	5.16	5	1
248	Touchwood	222	6.02	4	2	0	6	1.00	2.70	3	0
250	Last Mountain Valley	268	6.23	20	2	0	22	3.53	8.21	5	0
251	Big Arm	225	4.70	14	0	0	14	2.98	6.22	0	0
252	Arm River	210	7.78	10	0	0	10	1.29	4.76	0	0
253	Willner	233	5.19	4	0	0	4	0.77	1.72	0	0
254	Loreburn	299	5.59	12	2	0	14	2.50	4.68	2	0
255	Coteau	397	5.33	8	1	0	9	1.69	2.27	2	0
256	King George	190	2.79	1	0	0	1	0.36	0.53	0	0
257	Monet	426	6.54	17	2	0	19	2.91	4.46	5	0
259	Snipe Lake	387	7.53	12	3	0	15	1.99	3.88	6	0
260	Newcombe	282	5.34	9	2	0	11	2.06	3.90	2	0
261	Chesterfield	379	9.26	10	2	0	12	1.30	3.17	2	0
271	Cote	434	4.36	10	0	0	10	2.30	2.30	0	0
273	Sliding Hills	521	6.62	8	1	0	9	1.36	1.73	1	0
274	Good Lake	476	7.03	9	3	0	12	1.71	2.52	4	0
275	Insinger	365	6.09	11	2	0	13	2.14	3.56	2	0
276	Foam Lake	584	10.48	20	1	0	21	2.00	3.60	1	0
277	Emerald	552	6.90	9	0	1	10	1.45	1.81	0	1
278	Kutawa	130		2	1	0	3	0.00	2.31	1	0
279	Mount Hope	595	13.55	21	3	0	24	1.77	4.03	3	0
280	Wreford	237	3.98	5	1	0	6	1.51	2.53	1	0
281	Wood Creek	306	5.06	5	0	0	5	0.99	1.63	0	0
282	McCraney	413	5.39	11	1	0	12	2.23	2.91	1	0
283	Rosedale	323	7.79	21	1	0	22	2.82	6.81	2	0
284	Rudy	376	5.90	15	2	0	17	2.88	4.52	3	0
285	Fertile Valley	189	5.76	19	2	0	21	3.65	11.11	2	0
286	Milden	431	4.57	7	3	0	10	2.19	2.32	4	0
287	St. Andrews	367	7.27	23	1	0	24	3.30	6.54	1	0
288	Pleasant Valley	729	4.27	4	2	0	6	1.41	0.82	2	0
290	Kindersley	140	14.35	44	3	1	48	3.34	34.29	10	1
292	Milton	236	4.92	6	1	0	7	1.42	2.97	1	0
301	St. Philips	298	3.65	4	0	0	4	1.10	1.34	0	0
303	Keys	390	4.88	12	1	0	13	2.66	3.33	2	0
304	Buchanan	540	5.16	6	0	0	6	1.16	1.11	0	0
305	Inveay	449	5.67	12	2	0	14	2.47	3.12	4	0
307	Elfros	537	6.07	14	2	1	17	2.80	3.17	4	1
308	Big Quill	240	8.88	18	2	0	20	2.25	8.33	4	0
309	Prairie Rose	575	5.67	6	2	0	8	1.41	1.39	2	0
310	Usborne	318	10.77	36	4	0	40	3.71	12.58	4	0
312	Morris	157	9.24	26	2	0	28	3.03	17.83	2	0

2008 Traffic Collision Statistics by Rural Municipality

Table 11.8

	Rural Municipality	Population	Travel MvKm	Collisions Property Damage	Personal Injury	Fatal	Total	Acc/ MvKm	Acc/ 100 pop	Victims Injured	Killed
313	Lost River	338	5.49	6	0	0	6	1.09	1.78	0	0
314	Dundurn	302	5.15	27	2	0	29	5.63	9.60	3	0
315	Montrose	176	6.69	9	1	0	10	1.49	5.68	1	0
316	Harris	357	4.88	10	0	0	10	2.05	2.80	0	0
317	Marriott	275	4.93	10	2	0	12	2.44	4.36	2	0
318	Mountain View	268	4.80	3	1	0	4	0.83	1.49	1	0
319	Winslow	237	7.97	15	3	0	18	2.26	7.59	3	0
320	Oakdale	221	8.90	13	2	0	15	1.69	6.79	2	0
321	Prairiedale	158	6.23	10	2	0	12	1.93	7.59	2	0
322	Antelope Park	347	3.62	6	0	0	6	1.66	1.73	0	0
331	Livingston	591	7.05	7	1	1	9	1.28	1.52	1	1
333	Clayton	786	8.89	9	2	0	11	1.24	1.40	2	0
334	Preeceville	590	10.02	36	1	0	37	3.69	6.27	1	0
335	Hazel Dell	762	7.21	8	1	0	9	1.25	1.18	1	0
336	Sasman	371	10.12	10	1	0	11	1.09	2.96	2	0
337	Lakeview	328	6.56	14	0	0	14	2.13	4.27	0	0
338	Lakeside	479	5.91	16	2	0	18	3.04	3.76	2	0
339	LeRoy	372	10.62	20	4	0	24	2.26	6.45	4	0
340	Wolverine	337	6.52	6	0	0	6	0.92	1.78	0	0
341	Viscount	543	6.29	10	0	0	10	1.59	1.84	0	0
342	Colonsay	540	4.34	4	2	0	6	1.38	1.11	3	0
343	Blucher	212	9.70	20	3	0	23	2.37	10.85	3	0
344	Coan Park	1,645	62.42	195	23	0	218	3.49	13.25	36	0
345	Vanscoy	364	14.32	51	3	0	54	3.77	14.84	3	0
346	Perdue	789	5.87	16	2	0	18	3.06	2.28	2	0
347	Biggar	370	7.65	27	0	0	27	3.53	7.30	0	0
349	Grandview	197	4.67	11	2	0	13	2.79	6.60	4	0
350	Mariposa	234	3.56	4	0	0	4	1.12	1.71	0	0
351	Progress	261	7.94	16	0	0	16	2.01	6.13	0	0
352	Heart's Hill	401	8.24	9	0	0	9	1.09	2.24	0	0
366	Kelvington	489	7.25	13	6	0	19	2.62	3.89	13	0
367	Ponass Lake	414	8.34	21	0	0	21	2.52	5.07	0	0
368	Spalding	657	9.21	16	1	0	17	1.85	2.59	1	0
369	St. Peter	671	10.97	28	2	0	30	2.73	4.47	2	0
370	Humboldt	450	8.78	22	3	0	25	2.85	5.56	4	0
371	Bayne	383	7.84	18	1	0	19	2.42	4.96	2	0
372	Grant	382	5.94	10	2	0	12	2.02	3.14	2	0
373	Aberdeen	440	7.55	13	4	0	17	2.25	3.87	5	0
376	Eagle Creek	412	5.20	7	2	0	9	1.73	2.18	2	0
377	Glenside	263	4.30	11	0	1	12	2.79	4.56	0	1
378	Rosemount	278	2.80	2	1	0	3	1.07	1.08	1	0
379	Reford	274	5.14	7	0	0	7	1.36	2.55	0	0
380	Tramping Lake	279	3.37	3	2	0	5	1.48	1.79	2	0
381	Grass Lake	404	7.16	4	0	0	4	0.56	0.99	0	0
382	Eye Hill	472	9.92	29	0	0	29	2.92	6.14	0	0
394	Hudson Bay	950	6.40	23	1	0	24	3.75	2.53	1	0
395	Porcupine	749	13.09	24	2	1	27	2.06	3.60	2	1
397	Barrier Valley	335	4.49	16	1	0	17	3.79	5.07	2	0

2008 Traffic Collision Statistics by Rural Municipality

Table 11.8

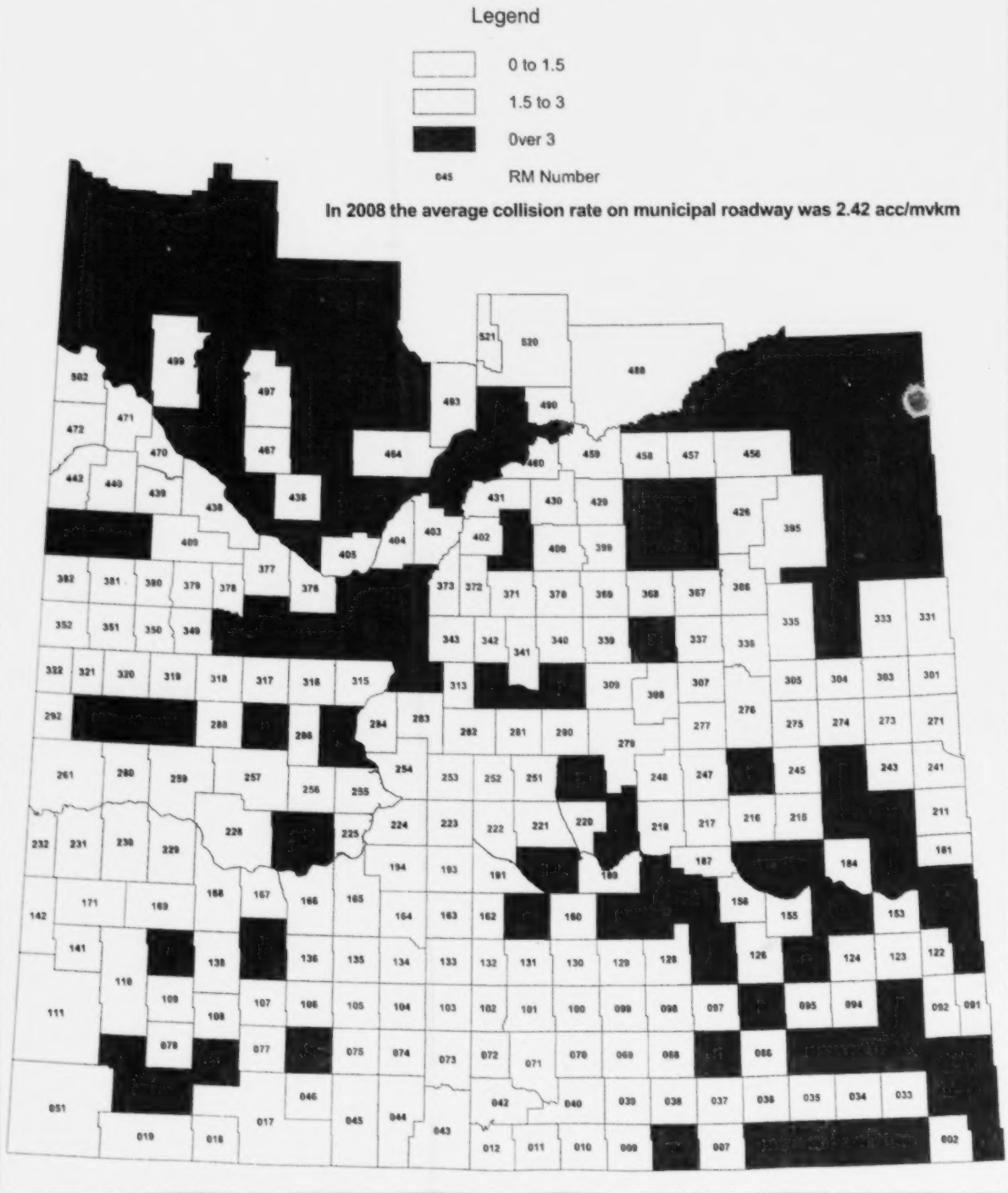
	Rural Municipality	Population	Travel MvKm	Collisions Property Damage	Collisions Personal Injury	Collisions Fatal	Collisions Total	Acc/ MvKm	Acc/ 100 pop	Victims Injured	Victims Killed
398	Pleasantdale	495	7.27	25	2	0	27	3.71	5.45	3	0
399	Lake Lenore	412	7.66	10	1	0	11	1.44	2.67	1	0
400	Three Lakes	456	8.54	15	0	0	15	1.76	3.29	0	0
401	Hoodoo	486	8.16	25	0	0	25	3.06	5.14	0	0
402	Fish Creek	254	4.80	5	2	0	7	1.46	2.76	2	0
403	Rosthern	1,188	11.01	27	4	0	31	2.81	2.61	6	0
404	Laird	729	8.06	6	1	0	7	0.87	0.96	1	0
405	Great Bend	342	5.86	13	3	0	16	2.73	4.68	3	0
406	Mayfield	353	3.29	9	3	0	12	3.64	3.40	3	0
409	Buffalo	486	9.36	9	3	0	12	1.28	2.47	3	0
410	Round Valley	286	4.76	15	1	0	16	3.36	5.59	2	0
411	Senlac	194	5.36	18	2	0	20	3.73	10.31	8	0
426	Bjorkdale	599	10.02	19	3	0	22	2.19	3.67	4	0
427	Tisdale	815	7.35	33	2	0	35	4.76	4.29	3	0
428	Star City	732	8.78	26	7	0	33	3.76	4.51	9	0
429	Flett's Springs	559	9.37	20	1	0	21	2.24	3.76	2	0
430	Invergordon	324	6.45	12	1	0	13	2.02	4.01	1	0
431	St. Louis	1,050	7.68	20	3	0	23	3.00	2.19	6	0
434	Blaine Lake	254	4.85	21	1	0	22	4.54	8.66	1	0
435	Redberry	346	6.39	22	3	0	25	3.91	7.23	4	0
436	Douglas	306	5.37	9	0	0	9	1.68	2.94	0	0
437	North Battleford	453	5.50	29	2	0	31	5.63	6.84	2	0
438	Battle River	795	9.01	14	4	0	18	2.00	2.26	5	0
439	Cut Knife	404	7.76	21	2	0	23	2.97	5.69	2	0
440	Hillsdale	449	10.41	13	3	0	16	1.54	3.56	3	0
442	Manitou Lake	435	10.18	19	1	0	20	1.96	4.60	2	0
456	Arborfield	360	6.49	11	0	0	11	1.69	3.06	0	0
457	Connaught	4,049	6.37	5	1	0	6	0.94	0.15	1	0
458	Willow Creek	702	6.81	9	0	0	9	1.32	1.28	0	0
459	Kinistino	620	13.36	20	2	3	25	1.87	4.03	8	3
460	Birch Hills	536	7.15	15	0	0	15	2.10	2.80	0	0
461	Prince Albert	1,296	11.71	32	6	0	38	3.24	2.93	9	0
463	Duck Lake	746	5.19	18	0	0	18	3.47	2.41	0	0
464	Leask	543	11.30	21	3	0	24	2.12	4.42	6	0
466	Meeting Lake	379	5.19	21	1	0	22	4.24	5.80	1	0
467	Round Hill	289	4.87	9	2	0	11	2.26	3.81	2	0
468	Meota	489	6.58	22	2	0	24	3.65	4.91	3	0
469	Turtle River	324	7.14	25	5	0	30	4.20	9.26	8	0
470	Paynton	197	5.26	8	0	0	8	1.52	4.06	0	0
471	Eldon	543	21.95	17	2	0	19	0.87	3.50	2	0
472	Wilton	1,234	25.59	63	3	0	66	2.58	5.35	6	0
486	Moose Range	908	10.18	32	1	0	33	3.24	3.63	1	0
487	Nipawin	766	10.17	32	3	0	35	3.44	4.57	3	0
488	Torch River	1,173	15.68	33	1	0	34	2.17	2.90	1	0
490	Garden River	429	5.91	8	2	0	10	1.69	2.33	3	0
491	Buckland	1,916	11.11	45	7	1	53	4.77	2.77	14	1
493	Shellbrook	1,273	12.40	28	9	0	37	2.98	2.91	11	0
494	Canwood	1,158	19.05	61	6	0	67	3.52	5.79	10	0

2008 Traffic Collision Statistics by Rural Municipality

Table 11.8

	Rural Municipality	Population	Travel MvKm	Collisions Property Damage	Collisions Personal Injury	Collisions Fatal	Collisions Total	Acc/ MvKm	Acc/ 100 pop	Victims Injured	Victims Killed
496	Spiritwood	987	16.03	80	7	0	87	5.43	8.81	10	0
497	Medstead	407	6.05	10	2	0	12	1.98	2.95	2	0
498	Parkdale	459	8.49	26	3	0	29	3.42	6.32	4	0
499	Mervin	1,200	18.03	36	0	0	36	2.00	3.00	0	0
501	Frenchman Butte	1,163	13.07	45	8	0	53	4.06	4.56	15	0
502	Britannia	1,143	19.52	38	3	0	41	2.10	3.59	3	0
520	Paddockwood	519	8.94	20	7	0	27	3.02	5.20	8	0
521	Lakeland	1,071	1.94	3	0	0	3	1.55	0.28	0	0
555	Big River	562	5.28	32	3	0	35	6.63	6.23	5	0
561	Loon Lake	551	7.91	41	4	0	45	5.69	8.17	5	0
588	Meadow Lake	1,799	19.11	81	9	0	90	4.71	5.00	11	0
622	Beaver River	785	7.82	32	3	0	35	4.48	4.46	5	0
Totals		**134,087**	**2,184**	**5,094**	**500**	**21**	**5615**	**2.57**	**4.19**	**714**	**21**

2008 Traffic Collision Rates by Rural Municipality



Other Provinces

Contents:

			Page
Figure	12.1	2006 Casualty Rates per Billion Vehicle Kilometres	117
Table	12.1	Total Collisions and Casualties in Canada	117
	12.2	1998 - 2006/2007 Seatbelt Use in Canada by Province/Territory	117
	12.3	List of Provincial Contacts	118

Other Provinces

A new vision for improving road safety in Canada was approved by the Council of Ministers Responsible for Highway and Transportation Safety in 2000. Canada's Road Safety Vision (RSV) 2010 is a national undertaking, under the auspices of the Canadian Council of Motor Transport Administrators (CCMTA), to make Canada's roads the safest in the world. It emphasizes a range of initiatives that focus on road users, roadways and motor vehicles. The goals of RSV 2010 are to:

- raise public awareness of road safety issues
- improve communication, cooperation and collaboration among safety agencies
- enhance enforcement measures
- improve national collision data quality and collection

The national target for RSV 2010 calls for a decrease of 30 per cent in the average number of road users killed or seriously injured during the years 2008-2010 compared to 1996-2001.

A number of sub-targets have also been established to help achieve this 30 per cent decrease in casualties. They include an increase in the proper use of seatbelts and child restraint systems. Sub-targets have also been established for the reduction of casualties resulting from the non-use of restraint systems, drinking and driving, speed- and intersection-related crashes, high-risk driver behaviours, casualties on rural roads and crashes involving young drivers, riders and commercial carriers.

The initiatives outlined in RSV 2010 provide a roadmap for identifying and dealing with the key road safety issues facing the different Canadian jurisdictions. Saskatchewan and the other Canadian jurisdictions are committed to the objectives of RSV 2010 and are working on implementing the relevant road safety initiatives to help meet the national targets.

A National Collision Database (NCDB) has been set up and is maintained by Transport Canada for collision analysis and the monitoring of these targets.

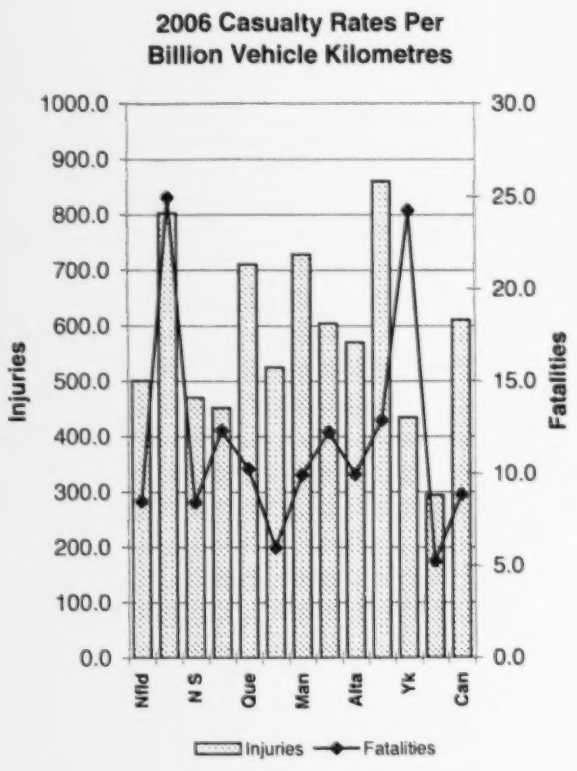
A complete listing of targets and the action plan of RSV 2010 are available from Transport Canada. Collision statistics and further information may be obtained by calling Transport Canada toll free at 1-800-333-0371 or visiting their website at www.tc.gc.ca/roadsafety.

Table 12.1

Collisions and Casualities in Canada

Year	Casualty Collisions	Victims Killed	Victims Injured
1982	160,376	4,169	225,717
1983	160,623	4,216	224,297
1984	168,801	4,120	237,455
1985	183,478	4,364	259,189
1986	187,563	4,068	264,481
1987	196,966	4,283	280,605
1988	193,704	4,154	278,820
1989	196,246	4,238	285,178
1990	181,960	3,963	262,680
1991	173,921	3,690	249,217
1992	172,713	3,501	249,823
1993	171,227	3,615	247,594
1994	169,649	3,263	245,110
1995	167,044	3,351	241,935
1996	156,645	3,062	227,320
1997	150,155	3,033	217,403
1998	148,188	2,911	213,304
1999	151,295	2,984	218,437
2000	155,842	2,927	222,830
2001	151,393	2,776	216,441
2002	156,444	2,932	222,706
2003	152,960	2,768	216,089
2004	147,686	2,722	206,232
2005	148,162	2,905	204,751
2006	147,360	2,889	199,336
2007	Not Available		
2008	Not Available		

Figure 12.1



1999 - 2007/2008 Seatbelt Use in Canada by Province/Territory

(% of All Occupants Wearing Seatbelts In Light-Duty Vehicles*)

Table 12.2

Province	1999	2000	2001	2002	2003	2004/ 2005	2005/ 2006	2006/ 2007	2007/ 2008
Newfoundland	82.9	92.7	92.1	86.3	82.5	87	87.2	86.5	NA
Prince Edward Island	88.5	85.7	86.7	76.7	78.1	81.4	88.2	97.9	NA
Nova Scotia	86.6	86.5	88	90.5	89.4	88.7	91.0	92.2	NA
New Brunswick	85.9	91.5	91.4	90.6	88.8	85.9	87.2	91.5	NA
Quebec	93	91.4	89.0	91.2	93.3	90.9	91.1	93	NA
Ontario	91.0	91.7	92.5	85.1	86.5	92.1	92.1	92.8	NA
Manitoba	85.3	84.2	82.3	80.8	85.3	92.1	91.3	89.1	NA
Saskatchewan	**88.2**	**90.0**	**91.7**	**85.7**	**85.9**	**93.7**	**92.9**	**93.5**	**NA**
Alberta	89.3	87.2	84.9	77.3	84.9	82.9	83.4	88.9	NA
British Columbia	89.2	88.7	90.8	79.7	83.2	91.6	91.7	94.8	NA
Yukon	82.1	79.3	78.1	53.9	85.1	81.5	86.9	82.9	NA
Northwest Territories	61.1	60.7	62.7	77.1	77.3	75.1	80.2	88.0	NA
Nunavut	NA	NA	13.4	22.9	21.8	NA	NA	NA	NA
Canada	**90.1**	**90.1**	**89.9**	**85.0**	**87.4**	**90.5**	**90.8**	**92.5**	**NA**

* Light-duty vehicles include passenger cars, passenger vans and light trucks.

Source of Information: Transport Canada Survey of Seatbelt Use in Canada. Surveys were conducted in urban areas from 1994 to 2001 and in rurals areas in 2002. Beginning in 2003 the survey results are an estimate of **both urban and rural** areas over a two-year period.

Other Provinces – SECTION 12

Additional information specific to other provinces or Canada may be obtained from the respective province or Transport Canada. A list of contacts in each jurisdiction is listed below.

Table 12.3

Paula Manning
Maintenance Div., Dept. of Transportation and Works.
Govt. of Newfoundland and Labrador
6th Fl., Confederation Bldg West
St. John's, NEWFOUNDLAND
A1B 4J6
Phone: 709-729-5358
Fax: 709-729-6934
Email: ManningP@gov.nl.ca

Paul J. Smith
Road Safety Engineer
Transportation & Public Works
4th Floor, Johnson Bldg, 1672 Granville St
Halifax, NOVA SCOTIA
B3J 2N2
Phone: 902-424-3134
Fax: 902-424-0571
Email: smithpj@gov.ns.ca

Cathy O'Shea
Maintenance and Traffic Branch
Dept. of Transportation
P.O. Box 6000, King's Place 2nd Floor
Fredricton, NEW BRUNSWICK
E3B 5H1
Phone: 506-453-2213
Fax: 506-457-7278
Email: Cathy.O'SHEA@gnb.ca

Audrey Mayhew
Highway Safety and Information Technology
Dept. of Transp. & Public Works
P.O. Box 2000
Charlottetown, PRINCE EDWARD ISLAND
C1A 7N8
Phone: 902-368-5214
Fax: 902-368-6269
Email: ammayhew@gov.pe.ca

Fernand Pichette
Societe de l'assurance automobile du Quebec
333, boul. Jean-Lesage, N.6.4
Quebec, QUEBEC
G1K 8J6
Phone: 418-528-4074
Fax: 418-646-1003
Email: fernand.pichette@saaq.gouv.qc.ca

Cristina Ilas
Ministry of Transportation
Bldg A, Rm 212, 1201 Wilson Ave.
Downsview, ONTARIO
M3M 1J8
Phone: 416-235-3407
Fax: 416-235-3633
Email: Cristina.Ilas@ontario.ca

Darlene Romani
Senior Research Analyst
Driver and Vehicle Licencing
1075 Portage Avenue, Box 6300
Winnipeg, MANITOBA
R3C 4A4
Phone: 204-985-1877
Fax: 204-954-5397
Email: dromani@mpi.mb.ca

Kathryn Harris
Traffic Safety Program Evaluation,
Auto Fund Div., SGI
5104 Donnelly Cres.
Regina, SASKATCHEWAN
S4P 3C4
Phone: 306-751-1341
Fax: 306-352-3154
Email: kharris@sgi.sk.ca

Liz Owens
Alberta Transp. Safety Branch
Main Floor, Twin Atria Building
4999 - 98th Avenue
Edmonton, ALBERTA
T6B 2X3
Phone: 780-427-6775
Fax: 780-422-3682
Email: liz.owens@gov.ab.ca

Wayne Meckle
Analysis and Evaluation Specialist
Insurance Corporation of British Columbia
910 Government Street
Victoria, BRITISH COLUMBIA
V8W 3Y8
Phone: 250-414-7925
Fax: 250-978-8025
Email: wayne.meckle@icbc.com

Kelley Merilees-Keppel
Manager, Driver and Vehicle Licensing Programs
4510 Franklin Ave. P.O. Box 1320
Yellowknife, NORTHWEST TERRITORIES
X1A 2L9
Phone: 867-920-8915
Fax: 867-873-0288
Email: kelley_merilees-keppel@gov.nt.ca

Sherilyn Gattie
Yukon Community and Transportation Ser.
P.O. Box 2703
Whitehorse, YUKON
Y1A 2C6
Phone: 867-667-8217
Fax: 867-393-6220
Email: sgattie@gov.yk.ca

Aline Chouinard
Chief, Evaluation & Data Systems
Transport Canada - Road Safety, ASFCC
330 Sparks Street, Tower 'C'
Ottawa, ONTARIO
K1A ON5
Phone: 613-998-1941
Fax: 613-990-2912
Email: mcculb@tc.gc.ca

Rosie Nuliayok
Community Government and Transportation
Government of Nunavut
P.O Box 207, (NCC Building)
Gjoa Haven, NUNAVUT
XOB 1JO
Phone: 867-360-461
Fax: 867-360-4619
Email: rnuliayok@gov.nu.ca

Appendix

Contents:

		Page
A 1.1	Collision History on Provincial Highways	120
A 1.2	Collision History on Urban Streets	121
A 1.3	Collision History on Rural Roads	122
A 1.4	Collision History on Other Roads	123
A 1.5	Collision History on Rural and Other Roads Combined	124
A 1.6	Collision History on All Provincial Roads	125
A 1.7	Collision History Rates – All Provincial Roads	126
A 2	Fatal Collision Locations on Rural Provincial Highways	127
A 3	Saskatchewan Motor Vehicle Accident Report Form	128
A 4.1	Saskatchewan MVA Report Form Template – Front	129
A 4.2	Saskatchewan MVA Report Form Template – Back	130

Appendix – A1.1

Collision History on Provincial Highways *

	Collisions **				Victims **			Collision Rates			
Year	Property Damage***	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total	Travel (Mvkm)	Coll/ MvKm	Fat. Coll/ 100 Mvkm	Inj. Coll/ Mvkm
1969	3,376	1,240	106	4,722	2,324	137	2,461	3,504	1.35	3.02	0.35
1970	2,585	1,257	92	3,934	2,421	128	2,549	3,426	1.15	2.69	0.37
1971	2,569	1,379	91	4,039	2,598	120	2,718	3,566	1.13	2.55	0.39
1972	2,631	1,507	118	4,256	3,002	147	3,149	3,686	1.15	3.20	0.41
1973	2,583	1,530	118	4,231	2,944	149	3,093	3,869	1.09	3.05	0.40
1974	2,935	1,702	127	4,764	3,166	180	3,346	4,055	1.17	3.13	0.42
1975	3,066	1,600	118	4,784	2,998	161	3,159	4,311	1.11	2.74	0.37
1976	3,177	1,485	111	4,773	2,706	151	2,857	4,488	1.06	2.47	0.33
1977	2,701	1,082	93	3,876	1,902	126	2,028	4,721	0.82	1.97	0.23
1978	3,166	1,147	112	4,425	2,143	150	2,293	4,913	0.90	2.28	0.23
1979	4,552	1,266	103	5,921	2,318	143	2,461	5,110	1.16	2.02	0.25
1980	4,569	1,349	87	6,005	2,407	140	2,547	5,287	1.14	1.65	0.26
1981	4,855	1,248	108	6,211	2,266	139	2,405	5,420	1.15	1.99	0.23
1982	4,728	1,190	90	6,008	2,155	118	2,273	5,312	1.13	1.69	0.22
1983	4,358	1,113	90	5,561	1,967	126	2,093	5,444	1.02	1.65	0.20
1984	3,746	1,045	86	4,877	1,822	105	1,927	5,546	0.88	1.55	0.19
1985	3,837	1,142	82	5,061	1,984	100	2,084	5,640	0.90	1.45	0.20
1986	3,726	1,044	102	4,872	1,883	130	2,013	6,015	0.81	1.70	0.17
1987	4,010	1,048	92	5,150	1,888	119	2,007	6,089	0.85	1.51	0.17
1988	4,600	1,144	96	5,840	1,982	119	2,101	6,295	0.93	1.52	0.18
1989	4,874	1,092	81	6,047	1,982	107	2,089	6,242	0.97	1.30	0.17
1990	5,175	1,105	73	6,353	1,957	84	2,041	6,296	1.01	1.16	0.18
1991	5,642	971	84	6,697	1,706	99	1,805	6,264	1.07	1.34	0.16
1992	5,723	1,069	67	6,859	1,975	79	2,054	6,447	1.06	1.04	0.17
1993	4,396	1,066	72	5,534	1,875	85	1,960	6,692	0.83	1.08	0.16
1994	4,517	1,119	76	5,712	1,936	91	2,027	6,777	0.84	1.12	0.17
1995	4,867	1,196	72	6,135	2,080	88	2,168	7,080	0.87	1.02	0.17
1996	3,782	1,129	63	4,974	1,901	87	1,988	7,141	0.70	0.88	0.16
1997	3,437	1,231	70	4,738	2,095	98	2,193	7,232	0.66	0.97	0.17
1998	3,064	999	71	4,134	1,757	88	1,845	7,481	0.55	0.95	0.13
1999	3,142	1,142	89	4,373	1,980	110	2,090	7,481	0.58	1.19	0.15
2000	3,101	1,075	77	4,253	1,828	88	1,916	7,544	0.56	1.02	0.14
2001	4,102	1,066	68	5,236	1,716	85	1,801	7,341	0.71	0.93	0.15
2002	5,619	1,084	70	6,773	1,744	81	1,825	7,265	0.93	0.96	0.15
2003	8,153	1,069	76	9,298	1,758	85	1,843	7,559	1.23	1.01	0.14
2004	9,319	1,218	65	10,601	1,965	83	2,048	7,547	1.40	0.86	0.16
2005	9,705	1,132	79	10,916	1,762	95	1,857	7,902	1.38	1.00	0.14
2006	10,491	1,203	77	11,771	1,864	86	1,950	7,559	1.56	1.02	0.16
2007	10,795	1,089	71	11,954	1,659	84	1,743	8,338	1.43	0.85	0.13
2008	11,374	1,220	77	12,671	1,859	98	1,957	8,648	1.47	0.89	0.14

* Collisions occurring on provincial highways within an urban area with a population of less than 1,000 are recorded under URBAN STREETS prior to 1988 and under PROVINCIAL HIGHWAYS in subsequent years.

** Collision and victim counts prior to 1979 were originally published in the Province of Saskatchewan Motor Vehicle Accident annual reports.

*** Minimum reporting limits for property damage only collisions were $100 as of 1950, $200 as of April 18, 1970, $500 as of Jan. 1, 1984 and $1,000 as of Jan. 1, 1993.

Property damage only collisions in 2002 increased due to a change in reporting procedures.

Collision History on Urban Streets*

	Collisions **				Victims**		
Year	Property Damage***	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total
1969	11,704	1,984	17	13,705	2,728	22	2,750
1970	8,612	2,010	22	10,644	2,838	24	2,862
1971	7,413	2,402	36	9,851	3,391	37	3,428
1972	8,211	2,664	31	10,906	3,744	32	3,776
1973	8,940	2,647	20	11,607	3,752	24	3,776
1974	10,596	2,787	37	13,420	3,891	42	3,933
1975	12,461	3,051	32	15,544	4,388	34	4,422
1976	13,550	2,905	27	16,482	4,054	30	4,084
1977	15,548	2,964	20	18,532	4,069	20	4,089
1978	19,510	2,888	30	22,428	3,987	37	4,024
1979	30,073	3,259	54	33,386	4,685	64	4,749
1980	30,279	3,222	37	33,538	4,301	43	4,344
1981	22,312	3,152	46	25,510	4,350	49	4,399
1982	25,140	3,302	45	28,487	4,510	52	4,562
1983	25,450	3,436	35	28,921	4,597	39	4,636
1984	19,841	3,329	38	23,208	4,453	44	4,497
1985	19,522	3,552	43	23,117	4,820	46	4,866
1986	20,134	3,888	41	24,063	5,249	42	5,291
1987	20,207	4,087	47	24,341	5,590	52	5,642
1988	19,665	3,855	25	23,545	5,151	32	5,183
1989	19,375	3,497	25	22,897	4,671	27	4,698
1990	18,349	3,353	13	21,715	4,386	16	4,402
1991	19,005	3,376	25	22,406	4,562	26	4,588
1992	18,219	3,462	25	21,706	4,767	25	4,792
1993	12,211	3,645	28	15,884	4,909	28	4,937
1994	13,318	3,734	24	17,076	5,025	24	5,049
1995	14,002	3,129	24	17,155	4,255	25	4,280
1996	15,830	2,917	19	18,766	3,887	21	3,908
1997	14,521	3,016	20	17,557	4,128	20	4,148
1998	15,793	3,272	17	19,082	4,349	17	4,366
1999	15,629	3,550	24	19,203	4,834	26	4,860
2000	17,009	3,567	21	20,597	4,789	21	4,810
2001	15,554	3,068	18	18,640	4,056	18	4,074
2002	19,342 #	3,279	17	22,638	4,343	18	4,361
2003	21,253	3,607	18	24,878	4,722	20	4,742
2004	21,387	3,494	16	24,897	4,554	17	4,571
2005	22,280	3,396	23	25,699	4,408	24	4,432
2006	23,070	3,219	14	26,303	4,200	16	4,216
2007	26,928	3,301	20	30,249	4,293	21	4,314
2008	28,030	3,236	20	31,286	4,162	23	4,185

* Collisions occurring on provincial highways within an urban area with a population less than 1,000 are recorded under URBAN STREETS prior to 1988 and under PROVINCIAL HIGHWAYS in subsequent years.

** Collision and victim counts prior to 1979 were originally published in the Province of Saskatchewan Motor Vehicle Accident annual reports.

*** Minimum reporting limits for property damage only collisions were $100 as of 1950, $200 as of April 18, 1970, $500 as of Jan. 1, 1984 and $1,000 as of Jan. 1, 1993.

Property damage only collisions in 2002 increased due to a change in reporting procedures.

Appendix – A1.3

Collision History on Rural Roads

	Collisions *				Victims*			Collision Rates			
Year	Property Damage**	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total	Travel (Mvkm)	Coll/ MvKm	Fat. Coll/ 100 Mvkm	Inj. Coll/ Mvkm
1969	3,943	931	54	4,928	1,562	64	1,626	1,371	3.59	3.94	0.68
1970	3,050	995	45	4,090	1,728	55	1,783	1,329	3.08	3.39	0.75
1971	3,012	1,253	56	4,321	2,147	61	2,208	1,334	3.24	4.20	0.94
1972	3,164	1,394	67	4,625	2,367	87	2,454	1,348	3.43	4.97	1.03
1973	3,985	1,719	61	5,765	2,850	78	2,928	1,355	4.26	4.50	1.27
1974	4,687	1,773	70	6,530	2,898	84	2,982	1,371	4.76	5.11	1.29
1975	5,279	1,750	79	7,108	2,913	91	3,004	1,432	4.96	5.52	1.22
1976	5,701	1,759	70	7,530	2,801	82	2,883	1,472	5.11	4.75	1.19
1977	6,740	1,948	98	8,786	3,272	118	3,390	1,503	5.85	6.52	1.30
1978	7,440	1,681	84	9,205	2,727	109	2,836	1,519	6.06	5.53	1.11
1979	3,981	978	48	5,007	1,616	55	1,671	1,580	3.17	3.04	0.62
1980	4,284	1,066	53	5,403	1,684	62	1,746	1,567	3.45	3.38	0.68
1981	4,492	1,083	56	5,631	1,772	67	1,839	1,643	3.43	3.41	0.66
1982	4,131	975	48	5,154	1,598	61	1,659	1,784	2.89	2.69	0.55
1983	3,785	924	44	4,753	1,477	53	1,530	1,784	2.66	2.47	0.52
1984	3,086	886	53	4,025	1,421	61	1,482	1,864	2.16	2.84	0.48
1985	3,063	965	43	4,071	1,465	48	1,513	1,864	2.18	2.31	0.52
1986	2,918	866	50	3,834	1,413	56	1,469	1,802	2.13	2.78	0.48
1987	3,256	882	42	4,180	1,380	49	1,429	1,802	2.32	2.33	0.49
1988	3,264	863	30	4,157	1,412	40	1,452	1,998	2.08	1.50	0.43
1989	3,271	811	48	4,130	1,262	49	1,311	1,903	2.17	2.52	0.43
1990	3,282	739	39	4,060	1,133	42	1,175	1,886	2.15	2.07	0.39
1991	3,230	727	34	3,991	1,124	38	1,162	1,886	2.12	1.80	0.39
1992	3,535	655	27	4,217	1,012	31	1,043	1,932	2.18	1.40	0.34
1993	2,396	642	26	3,064	1,028	30	1,058	1,974	1.55	1.32	0.33
1994	2,522	632	27	3,181	1,024	29	1,053	1,982	1.60	1.36	0.32
1995	2,574	600	28	3,202	963	31	994	1,997	1.60	1.40	0.30
1996	2,118	565	18	2,701	859	21	880	1,920	1.41	0.94	0.29
1997	2,093	740	32	2,865	1,161	37	1,198	2,018	1.42	1.59	0.37
1998	1,736	564	35	2,335	890	38	928	2,035	1.15	1.72	0.28
1999	1,777	605	29	2,411	926	41	967	2,035	1.18	1.43	0.30
2000	1,784	610	29	2,423	931	32	963	2,176	1.11	1.33	0.28
2001	2,402	621	42	3,065	952	45	997	2,179	1.41	1.93	0.28
2002	2,521 #	583	29	3,133	948	31	979	2,159	1.45	1.34	0.27
2003	3,909	629	34	4,572	964	35	999	2,178	2.10	1.56	0.29
2004	4,368	533	21	4,922	807	23	830	2,194	1.99	0.96	0.24
2005	4,008	462	23	4,493	647	24	671	2,195	1.83	1.05	0.21
2006	4,695	495	25	5,215	747	26	773	2,178	2.16	1.15	0.23
2007	5,330	497	25	5,852	684	28	712	2,184	2.44	1.14	0.23
2008	5,094	500	21	5,615	714	21	735	2,160	2.36	0.97	0.23

* Collision and victim counts prior to 1979 were originally published in the Province of Saskatchewan Motor Vehicle Accident annual reports.

** Minimum reporting limits for property damage only collisions were $100 as of 1950, $200 as of April 18, 1970, $500 as of Jan. 1, 1984 and $1,000 as of Jan. 1, 1993.

Property damage only collisions in 2002 increased due to a change in reporting procedures.

Collision History on Other Roads

	Collisions *				Victims*		
Year	Property Damage**	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total
1969	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1970	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1971	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1972	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1973	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1974	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1975	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1976	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1977	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1978	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1979	2,846	326	24	3,196	462	28	490
1980	2,981	327	20	3,328	492	20	512
1981	765	162	6	933	272	7	279
1982	571	139	7	717	253	9	262
1983	476	130	14	620	221	17	238
1984	409	117	10	536	208	11	219
1985	332	101	17	450	196	20	216
1986	439	152	14	605	284	17	301
1987	411	139	12	562	277	16	293
1988	359	113	9	481	195	9	204
1989	362	120	8	490	224	9	233
1990	359	112	12	483	193	12	205
1991	425	146	8	579	263	8	271
1992	421	146	8	575	291	8	299
1993	280	127	8	415	221	10	231
1994	319	135	7	461	214	7	221
1995	316	90	11	417	174	13	187
1996	293	108	6	407	186	6	192
1997	348	141	8	497	235	9	244
1998	369	128	4	501	230	4	234
1999	390	179	8	577	295	12	307
2000	457	192	10	659	313	10	323
2001	582	157	12	751	241	19	260
2002	1,758 #	172	7	1,937	278	7	285
2003	2,250	149	8	2,407	240	8	248
2004	2,098	157	3	2,258	217	3	220
2005	2,642	194	4	2,840	291	4	295
2006	2,032	157	8	2,197	264	8	272
2007	1,327	130	10	1,467	207	10	217
2008	1,931	181	14	2,126	296	14	310

* Collision and victim counts prior to 1979 were originally published in the Province of Saskatchewan Motor Vehicle Accident annual reports.

** Minimum reporting limits for property damage only collisions were $100 as of 1950, $200 as of April 18, 1970, $500 as of Jan. 1, 1984 and $1,000 as of Jan. 1, 1993.

Property damage only collisions in 2002 increased due to a change in reporting procedures.

Appendix – A1.5

Collision History on Rural and Other Roads Combined

	Collisions*				Victims**		
Year	Property Damage**	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total
1969	3,943	931	54	4,928	1,562	64	1,626
1970	3,050	995	45	4,090	1,728	55	1,783
1971	3,012	1,253	56	4,321	2,147	61	2,208
1972	3,164	1,394	67	4,625	2,367	87	2,454
1973	3,985	1,719	61	5,765	2,850	78	2,928
1974	4,687	1,773	70	6,530	2,898	84	2,982
1975	5,279	1,750	79	7,108	2,913	91	3,004
1976	5,701	1,759	70	7,530	2,801	82	2,883
1977	6,740	1,948	98	8,786	3,272	118	3,390
1978	7,440	1,681	84	9,205	2,727	109	2,836
1979	6,827	1,304	72	8,203	2,078	83	2,161
1980	7,265	1,393	73	8,731	2,176	82	2,258
1981	5,257	1,245	62	6,564	2,044	74	2,118
1982	4,702	1,114	55	5,871	1,851	70	1,921
1983	4,261	1,054	58	5,373	1,698	70	1,768
1984	3,495	1,003	63	4,561	1,629	72	1,701
1985	3,395	1,066	60	4,521	1,661	68	1,729
1986	3,357	1,018	64	4,439	1,697	73	1,770
1987	3,667	1,021	54	4,742	1,657	65	1,722
1988	3,697	999	41	4,737	1,607	49	1,656
1989	3,718	966	56	4,740	1,486	58	1,544
1990	3,745	880	53	4,678	1,326	54	1,380
1991	3,655	873	42	4,570	1,387	46	1,433
1992	3,956	801	35	4,792	1,303	39	1,342
1993	2,676	769	34	3,479	1,249	40	1,289
1994	2,841	767	34	3,642	1,238	36	1,274
1995	2,890	690	39	3,619	1,137	44	1,181
1996	2,411	673	24	3,108	1,045	27	1,072
1997	2,441	881	40	3,362	1,396	46	1,442
1998	2,105	692	39	2,836	1,120	42	1,162
1999	2,167	784	37	2,988	1,221	53	1,274
2000	2,241	802	39	3,082	1,244	42	1,286
2001	2,984	778	54	3,816	1,193	64	1,257
2002	4,279 #	755	36	5,070	1,226	38	1,264
2003	6,159	778	42	6,979	1,204	43	1,247
2004	6,466	690	24	7,180	1,024	26	1,050
2005	6,650	656	27	7,333	938	28	966
2006	6,727	652	33	7,412	1,011	34	1,045
2007	6,657	627	35	7,319	891	38	929
2008	7,025	681	35	7,741	1,010	35	1,045

* Collision and victim counts prior to 1979 were originally published in the Province of Saskatchewan Motor Vehicle Accident annual reports.

** Minimum reporting limits for property damage only collisions were $100 as of 1950, $200 as of April 18, 1970, $500 as of Jan. 1, 1984 and $1,000 as of Jan. 1, 1993.

Property damage only collisions in 2002 increased due to a change in reporting procedures.

Collision History on All Provincial Roads

	Collisions *				Victims*		
Year	Property Damage**	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total
1969	19,023	4,155	177	23,355	6,614	223	6,837
1970	14,247	4,262	159	18,668	6,987	207	7,194
1971	12,994	5,034	183	18,211	8,136	218	8,354
1972	14,006	5,565	216	19,787	9,113	266	9,379
1973	15,508	5,896	199	21,603	9,546	251	9,797
1974	18,218	6,262	234	24,714	9,955	306	10,261
1975	20,806	6,401	229	27,436	10,299	286	10,585
1976	22,428	6,149	208	28,785	9,561	263	9,824
1977	24,989	5,994	211	31,194	9,243	264	9,507
1978	30,116	5,716	226	36,058	8,857	296	9,153
1979	41,452	5,829	229	47,510	9,081	290	9,371
1980	42,113	5,964	197	48,274	8,884	265	9,149
1981	32,424	5,645	216	38,285	8,660	262	8,922
1982	34,570	5,606	190	40,366	8,516	240	8,756
1983	34,069	5,603	183	39,855	8,262	235	8,497
1984	27,082	5,377	187	32,646	7,904	221	8,125
1985	26,754	5,760	185	32,699	8,465	214	8,679
1986	27,217	5,950	207	33,374	8,829	245	9,074
1987	27,884	6,156	193	34,233	9,135	236	9,371
1988	27,888	5,975	160	34,023	8,740	200	8,940
1989	27,882	5,520	162	33,564	8,139	192	8,331
1990	27,165	5,309	137	32,611	7,669	154	7,823
1991	28,302	5,220	151	33,673	7,655	171	7,826
1992	27,898	5,332	127	33,357	8,045	143	8,188
1993	19,283	5,480	134	24,897	8,033	153	8,186
1994	20,676	5,620	134	26,430	8,199	151	8,350
1995	21,759	5,015	135	26,909	7,472	157	7,629
1996	22,023	4,719	106	26,848	6,833	135	6,968
1997	20,399	5,128	130	25,657	7,619	164	7,783
1998	20,962	4,963	127	26,052	7,226	147	7,373
1999	20,938	5,476	150	26,564	8,035	189	8,224
2000	22,351	5,444	137	27,932	7,861	151	8,012
2001	22,640	4,912	140	27,692	6,965	167	7,132
2002	29,240 #	5,118	123	34,481	7,313	137	7,450
2003	35,565	5,454	136	41,155	7,684	148	7,832
2004	37,172	5,402	105	42,679	7,543	126	7,669
2005	38,635	5,184	129	43,948	7,108	147	7,255
2006	40,288	5,074	124	45,486	7,075	136	7,211
2007	44,380	5,017	126	49,523	6,843	143	6,989
2008	46,429	5,137	132	51,698	7,067	156	7,223

* Collision and victim counts prior to 1979 were originally published in the Province of Saskatchewan Motor Vehicle Accident annual reports.

** Minimum reporting limits for property damage only collisions were $100 as of 1950, $200 as of April 18, 1970, $500 as of Jan 1, 1984 and $1,000 as of Jan 1, 1993.

Property damage only collisions in 2002 increased due to a change in reporting procedures.

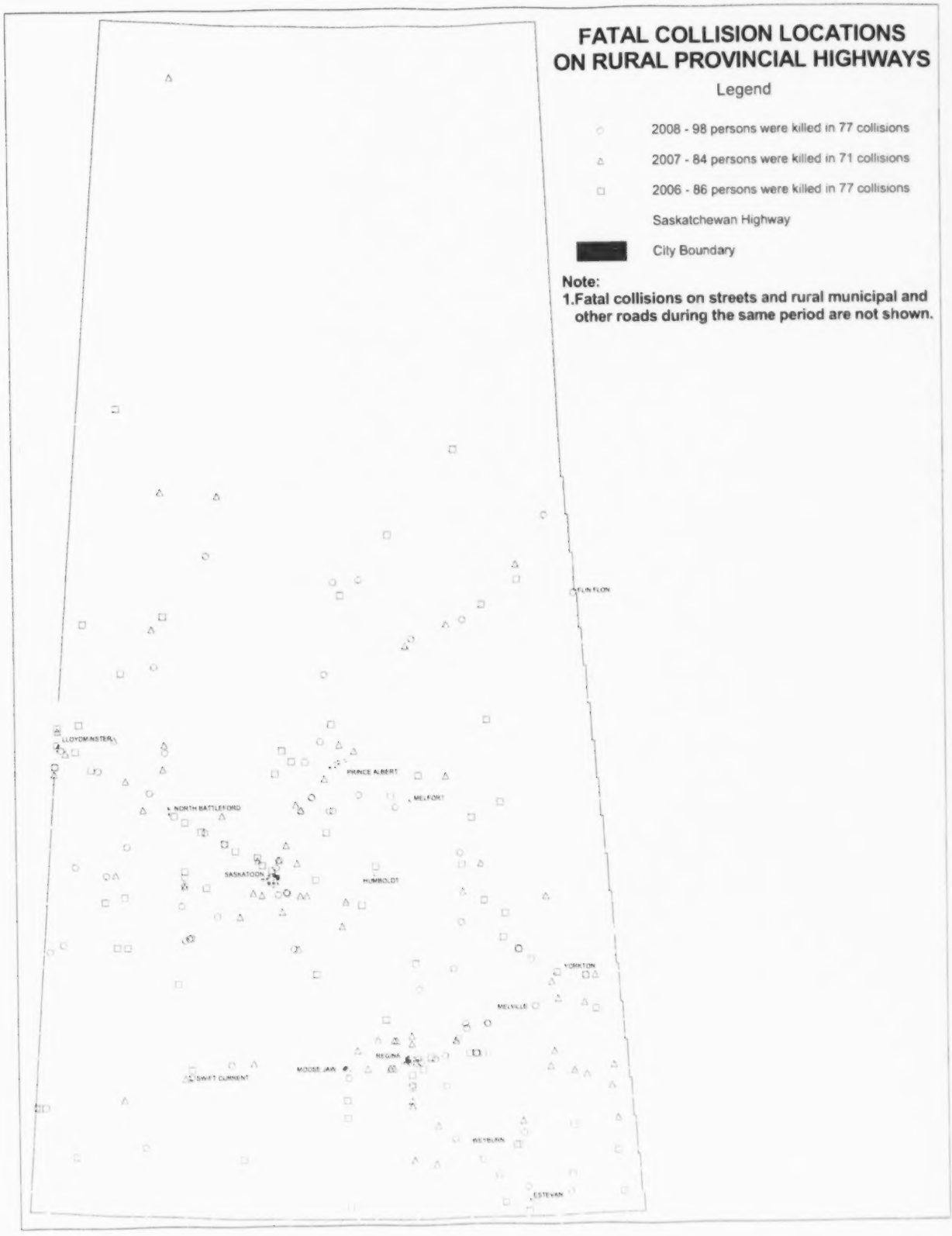
Appendix – A1.7

Collision History Rates – All Provincial Roads

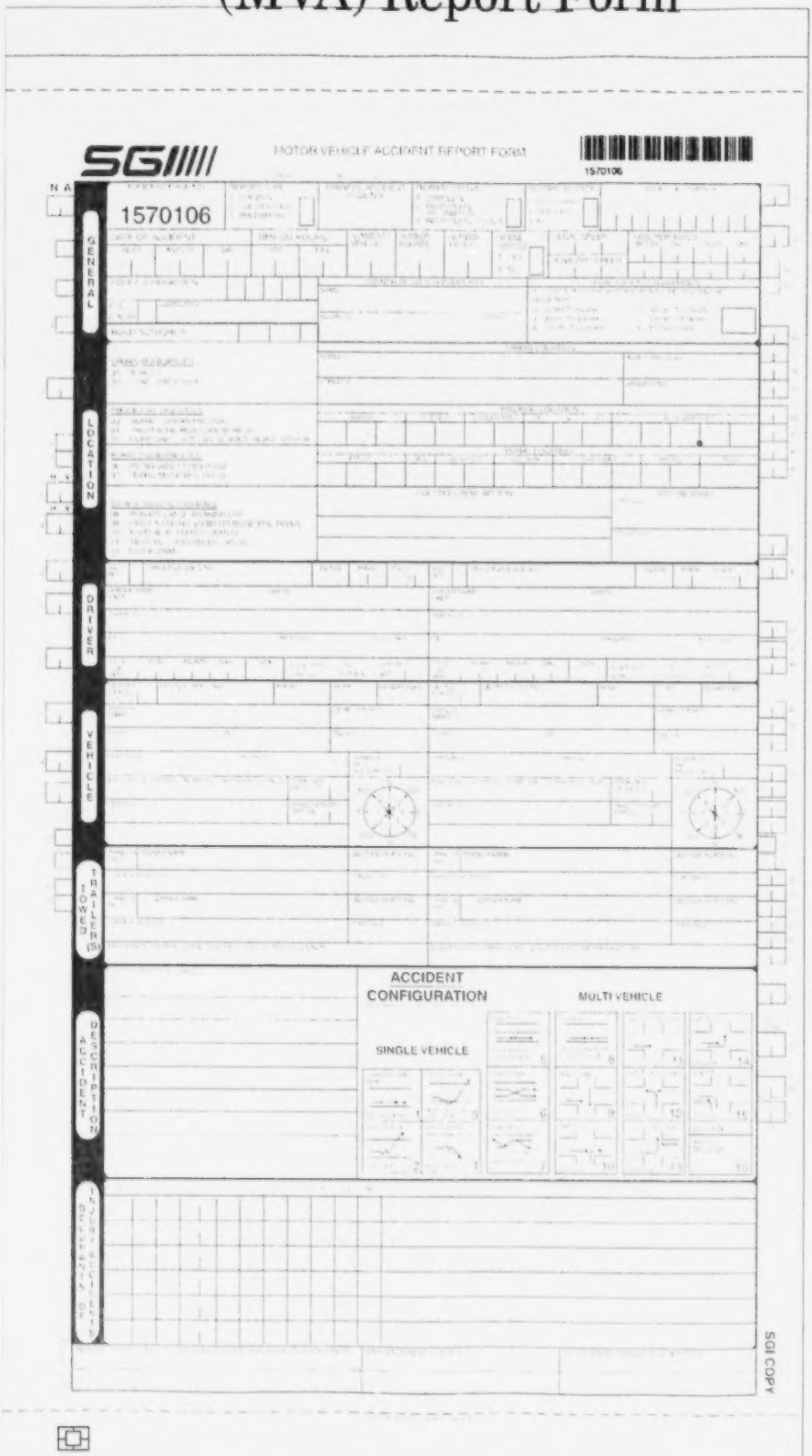
Year	Registered Vehicles *	Licensed Drivers	Sask. Pop.**	Collision Rates C/100 Reg'ed Vehicles	C/100 Lic'd Drivers	C/100 Pop.	Casualty Collisions	Casualty Collision Rates C/100 Reg'ed Vehicles	C/100 Lic'd Drivers	C/100 Pop.
1969	472,363	495,684	958,000	4.94	4.71	2.44	4,332	0.92	0.87	0.45
1970	464,405	487,678	941,000	4.02	3.83	1.98	4,421	0.95	0.91	0.47
1971	464,924	495,730	932,037	3.92	3.67	1.95	5,217	1.12	1.05	0.56
1972	496,214	517,829	920,780	3.99	3.82	2.15	5,781	1.17	1.12	0.63
1973	523,557	503,494	911,936	4.13	4.29	2.37	6,095	1.16	1.21	0.67
1974	568,918	518,252	908,455	4.34	4.77	2.72	6,496	1.14	1.25	0.72
1975	613,269	590,251	917,411	4.47	4.65	2.99	6,630	1.08	1.12	0.72
1976	653,408	598,604	931,620	4.41	4.81	3.09	6,357	0.97	1.06	0.68
1977	670,638	606,386	944,814	4.65	5.14	3.30	6,205	0.93	1.02	0.66
1978	621,770	560,972	951,943	5.80	6.43	3.79	5,942	0.96	1.06	0.62
1979	624,478	591,337	959,555	7.61	8.03	4.95	6,058	0.97	1.02	0.63
1980	677,680	603,115	967,369	7.12	8.00	4.99	6,161	0.91	1.02	0.64
1981	690,776	611,506	975,861	5.54	6.26	3.92	5,861	0.85	0.96	0.60
1982	684,358	621,837	987,253	5.90	6.49	4.09	5,796	0.85	0.93	0.59
1983	701,993	633,893	1,001,851	5.68	6.29	3.98	5,786	0.82	0.91	0.58
1984	719,856	642,358	1,015,476	4.54	5.08	3.21	5,564	0.77	0.87	0.55
1985	720,022	647,121	1,025,455	4.54	5.05	3.19	5,945	0.83	0.92	0.58
1986	735,626	649,989	1,029,254	4.54	5.13	3.24	6,157	0.84	0.95	0.60
1987	738,682	651,609	1,032,786	4.63	5.25	3.31	6,349	0.86	0.97	0.61
1988	726,605	647,445	1,028,050	4.68	5.25	3.31	6,135	0.84	0.95	0.60
1989	715,600	624,964	1,019,265	4.69	5.37	3.29	5,682	0.79	0.91	0.56
1990	702,653	638,600	1,007,115	4.64	5.11	3.24	5,446	0.78	0.85	0.54
1991	696,241	636,072	1,002,668	4.84	5.29	3.36	5,371	0.77	0.84	0.54
1992	707,123	640,428	1,003,987	4.72	5.21	3.32	5,459	0.77	0.85	0.54
1993	706,340	643,995	1,006,949	3.52	3.87	2.47	5,614	0.79	0.87	0.56
1994	705,388	645,723	1,009,685	3.75	4.09	2.62	5,754	0.82	0.89	0.57
1995	705,405	647,786	1,014,172	3.81	4.15	2.65	5,150	0.73	0.80	0.51
1996	717,098	654,973	1,019,459	3.74	4.10	2.63	4,825	0.67	0.74	0.47
1997	715,819	658,972	1,018,067	3.58	3.89	2.52	5,258	0.73	0.80	0.52
1998	715,381	662,810	1,017,506	3.64	3.93	2.56	5,090	0.71	0.77	0.50
1999	712,541	667,379	1,014,707	3.73	3.98	2.62	5,626	0.79	0.84	0.55
2000	716,723	666,266	1,007,767	3.90	4.19	2.77	5,581	0.78	0.84	0.55
2001	713,000	665,760	1,000,134	3.88	4.16	2.77	5,052	0.71	0.76	0.51
2002	721,999	666,374	995,886	4.78	5.17	3.46	5,241	0.73	0.79	0.53
2003	731,891	668,572	994,732	5.62	6.16	4.14	5,590	0.76	0.84	0.56
2004	740,554	669,852	994,898	5.76	6.37	4.29	5,507	0.74	0.82	0.55
2005	750,640	674,870	990,044	5.85	6.51	4.44	5,313	0.71	0.79	0.54
2006	761,011	676,733	987,520	5.98	6.72	4.61	5,198	0.68	0.77	0.53
2007	785,341	688,841	996,869	6.31	7.19	4.97	5,143	0.65	0.75	0.52
2008	820,405	712,434	1,013,620	6.30	7.26	5.10	5,269	0.64	0.74	0.52

* Vehicle counts exclude motor toboggans (type 30), snowmobiles (type 31) and all trailers (types 50-61).

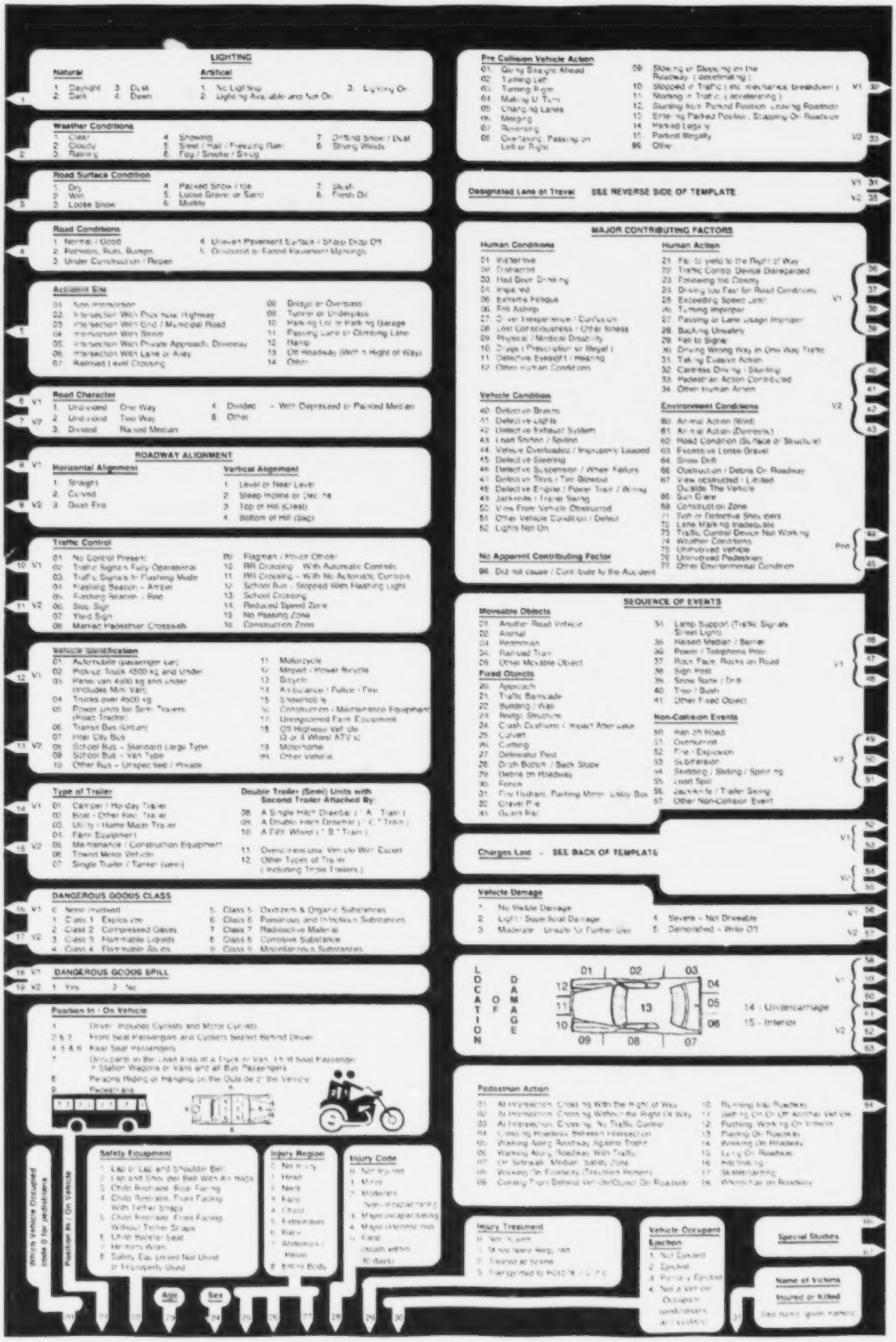
** Population - Statistics Canada July 1, 2008 Populations.


FATAL COLLISION LOCATIONS
ON RURAL PROVINCIAL HIGHWAYS
Legend
2008 - 98 persons were killed in 77 collisions
2007 - 84 persons were killed in 71 collisions
2006 - 86 persons were killed in 77 collisions
Saskatchewan Highway
City Boundary
Note:
1.Fatal collisions on streets and rural municipal and other roads during the same period are not shown.
FLIN FLON
LLOYDMINSTER
PRINCE ALBERT
MELFORT
NORTH BATTLEFORD
SASKATOON
HUMBOLDT
YORKTON
MELVILLE
REGINA
MOOSE JAW
SWIFT CURRENT
WEYBURN
ESTEVAN

Appendix – A3 Sask. Motor Vehicle Accident (MVA) Report Form



Appendix – A4.1 Sask. MVA Report Form Template Front

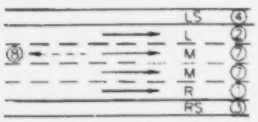

LIGHTING
Natural
1. Daylight 3. Dusk
2. Dark 4. Dawn
Artificial
1. No Lighting
2. Lighting Available and Not On
3. Lighting On
Weather Conditions
1. Clear
2. Cloudy
3. Raining
4. Snowing
5. Sleet / Hail / Freezing Rain
6. Fog / Smoke / Smog
7. Drifting Snow / Dust
8. Strong Winds
Road Surface Condition
1. Dry
2. Wet
3. Loose Snow
4. Packed Snow / Ice
5. Loose Gravel or Sand
6. Muddy
7. Slush
8. Fresh Oil
Road Conditions
1. Normal / Good
2. Potholes, Ruts, Bumps
3. Under Construction / Repair
4. Uneven Pavement Surface / Sharp Drop Off
5. Obscured or Faded Pavement Markings
Accident Site
01. Non-Intersection
02. Intersection With Prov. Hwy / Highway
03. Intersection With Grid / Municipal Road
04. Intersection With Street
05. Intersection With Private Approach, Driveway
06. Intersection With Lane or Alley
07. Railroad Level Crossing
08. Bridge or Overpass
09. Tunnel or Underpass
10. Parking Lot or Parking Garage
11. Passing Lane or Climbing Lane
12. Ramp
13. Off Roadway (With a Height or Wall)
14. Other
Road Character
1. Undivided One Way
2. Undivided Two Way
3. Divided Raised Median
4. Divided - With Depressed or Painted Median
5. Other
ROADWAY ALIGNMENT
Horizontal Alignment
1. Straight
2. Curved
3. Dead End
Vertical Alignment
1. Level or Near Level
2. Steep Incline or Decline
3. Top of Hill (Crest)
4. Bottom of Hill (Sag)
Traffic Control
01. No Control Present
02. Traffic Signals Fully Operational
03. Traffic Signals in Flashing Mode
04. Flashing Beacon - Amber
05. Flashing Beacon - Red
06. Stop Sign
07. Yield Sign
08. Marked Pedestrian Crossing
09. Flagman / Police Officer
10. RR Crossing - With Automatic Controls
11. RR Crossing - With No Automatic Controls
12. School Bus - Stopped With Flashing Light
13. School Crossing
14. Reduced Speed Zone
15. No Passing Zone
16. Construction Zone
Vehicle Identification
01. Automobile (passenger car)
02. Pickup Truck 4500 kg and Under
03. Panel van 4500 kg and under (includes Mini Van)
04. Trucks over 4500 kg
05. Power units for Semi-Trailers (Road Tractor)
06. Transit Bus (Urban)
07. Inter City Bus
08. School Bus - Standard Large Type
09. School Bus - Van Type
10. Other Bus - Unspecified / Private
11. Motorcycle
12. Moped / Power Bicycle
13. Bicycle
14. Ambulance / Police / Fire
15. Snowmobile
16. Construction / Maintenance Equipment
17. Unregistered Farm Equipment
18. Off Highway Vehicle (3 or 4 Wheel ATV's)
19. Motorhome
99. Other Vehicle
Type of Trailer
01. Camper / Holiday Trailer
02. Boat / Other Rec. Trailer
03. Utility / Home Made Trailer
04. Farm Equipment
05. Maintenance / Construction Equipment
06. Towed Motor Vehicle
07. Single Trailer / Tanker (semi)
Double Trailer (Semi) Units with Second Trailer Attached By:
08. A Single Hitch Drawbar ("A" Train)
09. A Double Hitch Drawbar ("C" Train)
10. A Fifth Wheel ("B" Train)
11. Oversize/Oversize Vehicle With Escort
12. Other Types of Trailer (including Triple Trailers)
DANGEROUS GOODS CLASS
0. None Involved
1. Class 1. Explosive
2. Class 2. Compressed Gases
3. Class 3. Flammable Liquids
4. Class 4. Flammable Solids
5. Class 5. Oxidizers & Organic Substances
6. Class 6. Poisonous and Infectious Substances
7. Class 7. Radioactive Material
8. Class 8. Corrosive Substance
9. Class 9. Miscellaneous Substances
DANGEROUS GOODS SPILL
1. Yes
2. No
Position In / On Vehicle
1. Driver. Includes Cyclists and Motor Cyclists
2 3 7. Front Seat Passengers and Cyclists Seated Behind Driver
4 5 6 8. Rear Seat Passengers
7. Occupants in the Load Area of a Truck or Van. (1-8 Seat Passenger A Station Wagon or Vans and all Bus Passengers
8. Persons Riding or Hanging on the Outside of the Vehicle
9. Pedestrian
Safety Equipment
1. Lap & Lap and Shoulder Belt
2. Lap and Shoulder Belt With Air Bags
3. Child Restraint, Rear Facing
4. Child Restraint, Front Facing With Tether Straps
5. Child Restraint, Front Facing Without Tether Straps
6. Child Booster Seat
7. Helmets Worn
8. Safety Equipment Not Used or Improperly Used
Injury Region
0. No Injury
1. Head
2. Neck
3. Face
4. Chest
5. Extremities
6. Back
7. Abdomen / Pelvis
8. Entire Body
Injury Code
0. Not Injured
1. Minor
2. Moderate (Non-Hospitalized)
3. Major (Hospitalized)
4. Major (Unknown Outcome)
5. Fatal (death within 30 days)
Vehicle Occupied code 0 for pedestrians
Position In / On Vehicle
Age
Sex
Injury Region
Injury Code
Pre Collision Vehicle Action
01. Going Straight Ahead
02. Turning Left
03. Turning Right
04. Making U Turn
05. Changing Lanes
06. Merging
07. Reversing
08. Overtaking, Passing on Left or Right
09. Slowing or Stopping on the Roadway (decelerating)
10. Stopped in Traffic (inc. mechanical breakdown)
11. Starting in Traffic (accelerating)
12. Starting from Parked Position, Leaving Roadside
13. Entering Parked Position, Stopping On Roadside
14. Parked Legally
15. Parked Illegally
96. Other
Designated Lane of Travel SEE REVERSE SIDE OF TEMPLATE
MAJOR CONTRIBUTING FACTORS
Human Conditions
01. Inattentive
02. Distracted
03. Had Been Drinking
04. Impaired
05. Extreme Fatigue
06. Fell Asleep
07. Driver Inexperience / Confusion
08. Lost Consciousness / Other Illness
09. Physical / Medical Disability
10. Drugs (Prescription or Illegal)
11. Defective Eyesight / Hearing
12. Other Human Conditions
Human Action
21. Fail to yield to the Right of Way
22. Traffic Control Device Disregarded
23. Following too Closely
24. Driving too Fast for Road Conditions
25. Exceeding Speed Limit
26. Turning Improper
27. Passing or Lane usage Improper
28. Backing Unsafely
29. Fail to Signal
30. Driving Wrong Way in One Way Traffic
31. Taking Evasive Action
32. Careless Driving / Starting
33. Pedestrian Action Contributed
34. Other Human Action
Vehicle Condition
40. Defective Brakes
41. Defective Lights
42. Defective Exhaust System
43. Load Shifted / Spilled
44. Vehicle Overloaded / Improperly Loaded
45. Defective Steering
46. Defective Suspension / Wheel Failure
47. Defective Tires / Tire Blowout
48. Defective Engine / Power Train / Wiring
49. Jackknife / Trailer Swing
50. View From Vehicle Obstructed
51. Other Vehicle Condition / Defect
52. Lights Not On
Environment Conditions
60. Animal Action (Wild)
61. Animal Action (Domestic)
62. Road Condition (Surface or Structure)
63. Excessive Loose Gravel
64. Snow Drift
66. Obstruction / Debris On Roadway
67. View obstructed / Limited Outside The Vehicle
68. Sun Glare
69. Construction Zone
71. Soft or Defective Shoulders
72. Lane Markings Inadequate
73. Traffic Control Device Not Working
74. Weather Conditions
75. Unmoved Vehicle
76. Unmoved Pedestrian
77. Other Environmental Condition
No Apparent Contributing Factor
99. Did not cause / Contribute to the Accident
SEQUENCE OF EVENTS
Movable Objects
01. Another Road Vehicle
02. Animal
03. Pedestrian
04. Railroad Train
05. Other Movable Object
Fixed Objects
20. Approach
21. Traffic Barricade
22. Building / Wall
23. Bridge Structure
24. Crash Cushions / Impact Attenuator
25. Culvert
26. Curbing
27. Delineator Post
28. Ditch Bottom / Back Slope
29. Debris on Roadway
30. Fence
31. Fire Hydrant, Parking Meter, Utility Box
32. Gravel Pile
33. Guard Rail
34. Lamp Support (Traffic Signals Street Light)
35. Raised Median / Barrier
36. Power / Telephone Pole
37. Rock Face, Rocks on Road
38. Sign Post
39. Snow Bank / Drift
40. Tree / Bush
41. Other Fixed Object
Non-Collision Events
50. Ran on Road
51. Overturned
52. Fire / Explosion
53. Submersion
54. Skidding / Sliding / Spinning
55. Load Spill
56. Jackknife / Trailer Swing
57. Other Non-Collision Event
Charges Laid - SEE BACK OF TEMPLATE
Vehicle Damage
1. No Visible Damage
2. Light - Superficial Damage
3. Moderate - Unsafe for Further Use
4. Severe - Not Driveable
5. Demolished - Write Off
LOCATION OF DAMAGE
01 02 03 04 05 06 07 08 09 10 11 12 13
14 - Undercarriage
15 - Interior
Pedestrian Action
01. At Intersection, Crossing With the Right of Way
02. At Intersection, Crossing Without the Right of Way
03. At Intersection, Crossing, No Traffic Control
04. Crossing Roadway, Between Intersection
05. Walking Along Roadway Against Traffic
06. Walking Along Roadway With Traffic
07. On Sidewalk, Median, Safety Zone
08. Working On Roadway (Traffic Related)
09. Coming From Behind Vehicle/Object On Roadside
10. Running Into Roadway
11. Getting On Or Off Another Vehicle
12. Pushing, Working On Vehicle
13. Playing On Roadway
14. Working On Roadway
15. Lying On Roadway
16. Hitchhiking
17. Skateboarding
18. Wheelchair on Roadway
Injury Treatment
0. Not Injured
1. Treated at Home
2. Treated at Scene
3. Transported to Hospital
Vehicle Occupant Ejection
1. Not Ejected
2. Ejected
3. Partial Ejection
4. Not a Vehicle Occupant (pedestrians or cyclists)
Special Studies
Name of Victim Injured or Killed
(last name, given names)

Appendix – A4.2 Sask. MVA Report Form Template Back

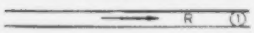
DESIGNATED LANE OF TRAVEL

ONE WAY TRAFFIC

MULTI LANE

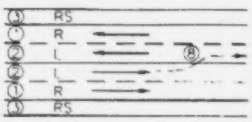


SINGLE LANE

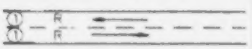


TWO WAY TRAFFIC

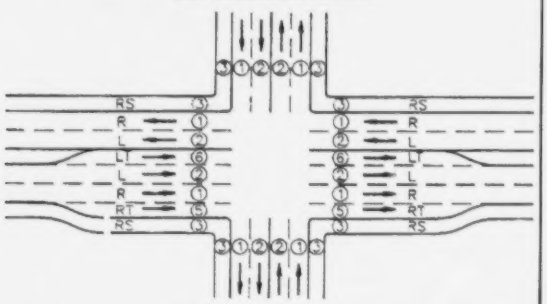
MULTI LANE



SINGLE LANE



INTERSECTIONS



Code	Abbreviation	Lane
1	R	Right most Driving Lane
2	L	Left most Driving Lane
3	RS	Right Shoulder
4	LS	Left Shoulder
5	RT	Right Turning Lane
6	LT	Left Turning Lane
7	M	Middle Driving Lane
8	O	Lane of Opposing Traffic

Province / State Codes

Alberta	AB	Ontario	ON
British Columbia	BC	Prince Edward Island	PE
Manitoba	MA	Quebec	PQ
New Brunswick	NB	Saskatchewan	SK
Newfoundland	NF	Yukon Territory	YT
Nova Scotia	NS	North West Territories	NW
Alabama	AL	Montana	MT
Alaska	AK	Nebraska	NE
Arizona	AZ	Nevada	NV
Arkansas	AR	New Hampshire	NH
California	CA	New Jersey	NJ
Colorado	CO	New Mexico	NM
Connecticut	CT	New York	NY
Delaware	DE	North Carolina	NC
District of Columbia	DC	North Dakota	ND
Florida	FL	Ohio	OH
Georgia	GA	Oklahoma	OK
Hawaii	HI	Oregon	OR
Idaho	ID	Pennsylvania	PA
Illinois	IL	Rhode Island	RI
Indiana	IN	South Carolina	SC
Iowa	IA	South Dakota	SD
Kansas	KS	Tennessee	TN
Kentucky	KY	Texas	TX
Louisiana	LA	Utah	UT
Maine	ME	Vermont	VT
Maryland	MD	Virginia	VA
Massachusetts	MH	Washington	WA
Michigan	MI	West Virginia	WV
Minnesota	MN	Wisconsin	WI
Mississippi	MS	Wyoming	WY
Missouri	MO	Puerto Rico	PR
		Mexico	MX
Canadian Armed Forces	CF		
International Licence	IR		
Other Foreign Licence	FE		

Colour Codes

White	01	Yellow	06	Grey	10
Black	02	Orange	07	Gold	11
Red	03	Purple	08	Silver	12
Green	04	Brown	09	Bronze	13
Blue	05			Other	14

Two-Tone Vehicle use most Predominant Colour

Codes for Charges Laid

CODE	CHARGE
10	Unregistered Vehicle
11	Disobey Stop Sign
12	Fail to Signal
13	Speed too Fast for Conditions
14	Drive Without Due Care and Attention
15	Follow too Closely
16	Passing on Right
17	Improper Lane Change
18	Improper Turn
19	Fail to Yield Right-of-Way
20	Passing When Unsafe
21	Driving Left of Centre
22	Driving Wrong Way on a One Way Street
23	Fail to Yield to Pedestrian
24	Fail to Report
25	Disobey Traffic Signal
26	Improper Parking on Highway or Street
27	Passing School Bus When Forbidden
28	Inadequate Brakes
29	Defective or Unauthorized Lights, Tires, Windshield or Bumper Height
30	Dangerous Driving
31	Drive While Disqualified
32	Criminal Negligence
33	Fail to Remain
34	Impaired Driving / Refuse Breath Test
35	Unsafe Backing
36	No Driver's Licence
37	Operator or Passenger Not Using Seatbelt
38	Speeding Past Highway Worker
39	Stunting
40	24 Hour Suspension
99	Other Offence

Unknown Information

An " X " can be coded to individual data fields if the information is unknown at the time of reporting. However, in cases where no information is known about a complete section such as a hit and run accident where no driver or vehicle data is available, one " x " at the beginning of the section will be sufficient.

Glossary

Police-Reported Motor Vehicle Collision	Police agencies are required to investigate and complete a motor vehicle collision report for all collisions that involve bodily injury or death, a hit and run, an out-of-province or unregistered vehicle, an impaired driver (by alcohol or drugs) and collisions where a motor vehicle must be towed from the scene.
Motor Vehicle Collision Captured By Claims	An incident that has not been reported by police that involves one or more motor vehicles in transport, and results in personal injury or a minimum of $1,000 in property damage, not including damage to cargo.
Incident	Any set of motor vehicle events, not under human control, that includes at least one occurrence of injury or damage. It originates when human control of the vehicle is lost and terminates when control is regained, or, in the absence of persons who are able to regain control, when all persons and property are at rest. This excludes events that are the result of deliberate intent, legal intervention or natural disasters. For example, if a vehicle catches fire due to mechanical failure and the driver is able to stop safely, a motor vehicle collision did not occur because control of the vehicle was never lost.
Motor Vehicle	Any motorized mechanically or electrically powered land vehicle not operated on rails. Collisions that involve only construction or maintenance equipment within the right of way are not reportable on TAIS.
In Transport	A vehicle that is "in motion or being operated" on a roadway; this includes harm to property that reduces the monetary value of that property. It includes harm to animals that have monetary value. It excludes mechanical failure during normal operation, such as a tire blowout.
Public Roadway	Any highway, secondary road, rural road, street, avenue, parkway, lane, alley or bridge designed and intended for, or used by, the general public for the passage of motor vehicles. This includes sidewalks, boulevards and the immediate right of way adjacent to and parallel with the roadway. It does not include privately maintained roads, driveways or parking lots.
Snowmobiles and Off-Roadway Vehicles	Collisions involving snowmobiles and off-roadway vehicles that occur within the right-of-way of a public roadway are recorded as part of that roadway. If they occur outside of the right of way, they are on private property.
Road Authority	The jurisdiction responsible for the general maintenance and traffic safety of the road.

Glossary

Urban Streets	Any street, lane or back alley within the incorporated limits of a city, town, village or hamlet, except those streets recorded as a numbered highway. **Street**: Any public road of an urban street system under the maintenance or jurisdiction of the municipal government. In the case where a road is maintained by a municipal government and would more easily be coded as a numbered highway, exceptions may be made. **Lane/Back Alley**: Any alley or lane within an urban area intended for use by the public and maintained by the local government.
Provincial Highways	Any rural/urban highway, provincial road, community access or service road, or other highway as described below. **Rural/Urban Highway**: Any numbered provincial highway in a rural or urban area with a population less than 1,000 that is maintained by the Saskatchewan Ministry of Highways and Infrastructure, and any roadways within urban limits that the police have been permitted to code as a highway for convenience (see street definitions). **Provincial Roads (900 series highways)**: Any public highway with a highway number greater than 900. **Community Access, Service Road/Other**: Roads built and maintained by Saskatchewan Ministry of Highways and Infrastructure providing access to communities, industrial plants and/or land parcels.
Rural Roads	Any designated grid, municipal or other road as defined below. **Designated Grid Road**: A municipal road designated as a municipal grid or main farm access road on the Saskatchewan Municipal Road Inventory Maps and posted with customary grid road signs. Collisions on grid roads going through First Nations are coded to the First Nations (code 09). **Municipal/Other Rural Road**: Any rural municipal road not designated as a grid road. These will include trails, bladed and non-bladed roads, and local streets in unorganized hamlets. Collisions on municipal roads going through First Nations are coded to the First Naticns (code 09).
Other Roads	Any location not identified under urban, highway or rural road locations. **First Nation Grid or Municipal Road**: Any public road within a First Nation boundary, other than a provincial highway, serving as an access or internal road for a First Nation. **Northern Forest Road**: Roads in forested areas built and maintained with the primary intent of providing access to forestry operations.

	Federal/Provincial Lands: Any road other than a numbered provincial highway serving as a public access or internal road to federal or provincial land, such as parks, federal community pastures, etc. **Not Known**: This code is intended for use only when a general location is **definitely** not known.
Private Property	Privately-owned property, both in rural and urban areas, such as parking lots, parkades, farmyards, private roads, driveways, service station lots, etc. Collisions coded to this Road Authority are **not** recorded on TAIS.
Property Damage Only Collisions	A motor vehicle collision resulting in total damages over the prescribed amount as defined in Tq\ )Tc Fab TF a \$ S H q ($1,000) with no personal injuries or deaths.
Injury Collisions	A motor vehicle collision resulting in a non-fatal injury to one or more persons. An injury is defined as any bodily harm resulting from the collision.
Fatal Collisions	A motor vehicle collision resulting in death within 30 days to one or more involved persons.
Impaired	A person with a blood alcohol content exceeding the legal limit.
Had Been Drinking	A person that had consumed alcohol but has a blood alcohol content less than the legal limit.
Major Contributing Factors	Contributing factors are those circumstances or factors that have directly contributed to the collision or its severity. TAIS recognizes that a collision usually results from many causal factors. The collision data system accepts up to four contributing factors for each vehicle involved in a collision. Factors can be selected from four categories: human condition, human action, vehicle condition or driving environment.

Due to differences in reporting definitions, the numbers of collisions and associated casualties published in this report do not necessarily reflect the collision and injury claims experience of the Saskatchewan Auto Fund. Traffic collisions are reported in the Traffic Accident Information System (TAIS) only when the estimated repair costs for all vehicles exceed $1,000 or when personal injuries are sustained, whereas a collision claim may occur for any amount of property damage over the applicable deductible.

Private property and parking lot collisions, as well as deliberate acts of vandalism or natural causes, are also not recorded in TAIS.

The information presented in this publication reflects all police and insurance claim reports known to SGI as of November 2009. Since the TAIS is updated on a continual basis, information in future publications may vary from what is published in this report.

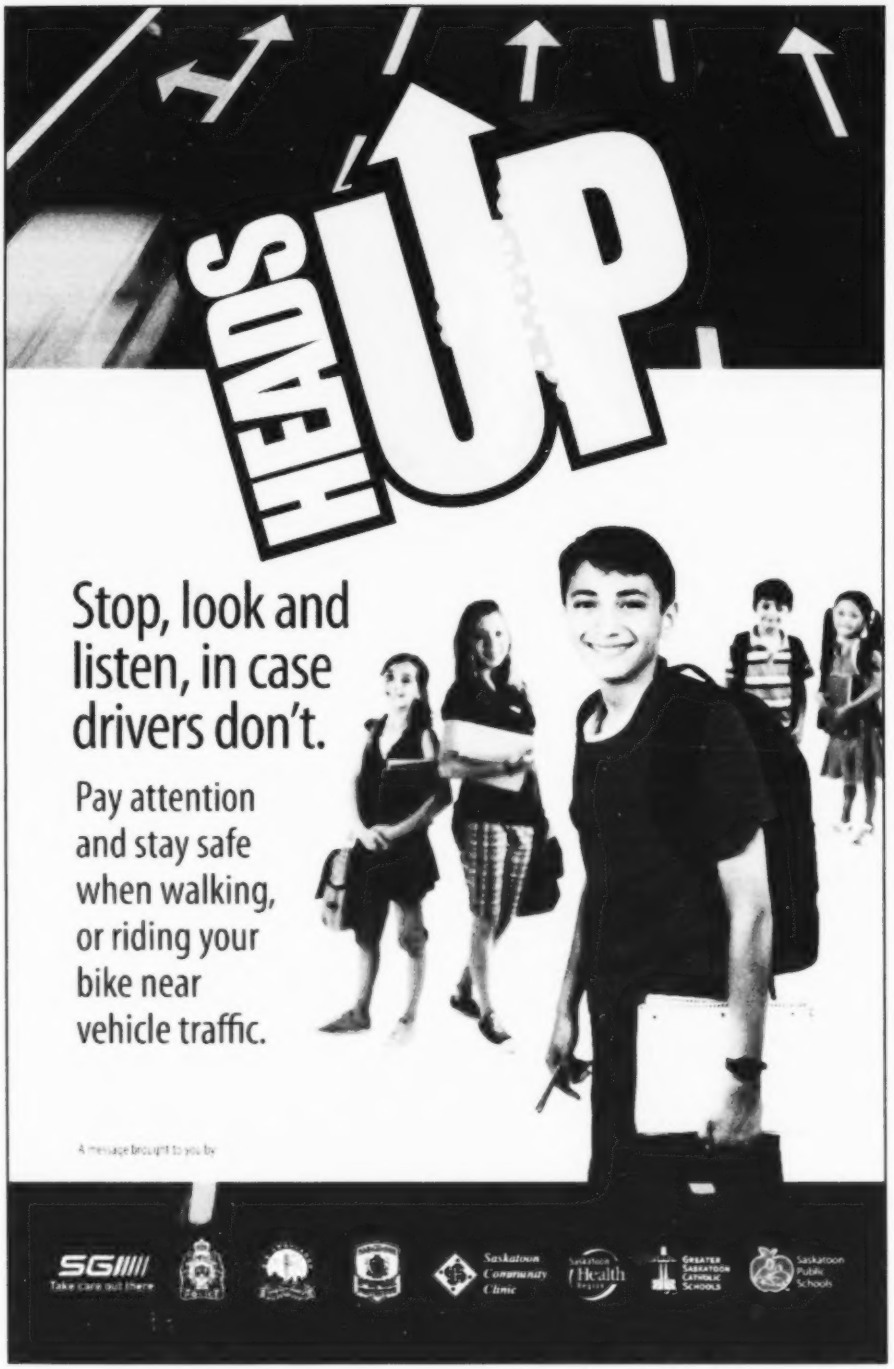
Seatbelt Challenge

The Seatbelt Challenge is a community-driven project designed to improve seatbelt use in rural Saskatchewan. Communities are challenged to see which can increase their seatbelt use the most.

Minister June Draude awarded this year's winners, Muscowpetung First Nation and Wadena, each a $50,000 cheque that will be used for traffic safety improvements in their community.

Heads-Up

SGI partnered with Saskatoon community leaders on a new initiative called Heads Up. This targeted media campaign increased the awareness of pedestrian safety in Saskatoon by re-enforcing basic safety rules.


HEADS UP
Stop, look and listen, in case drivers don't.
Pay attention and stay safe when walking, or riding your bike near vehicle traffic.
A message brought to you by:
SGI
Take care out there.
Saskatoon Community Clinic
Saskatoon Health Region
Greater Saskatoon Catholic Schools
Saskatoon Public Schools

Poster produced by Reach Communications

For more information contact:

Traffic Accident Information System
Traffic Safety Program Evaluation
Regina Operations Centre
5104 Donnelly Cres.
P.O. Box 1580
Regina, SK S4P 3C4

Phone: (306) 775-6668
Fax: (306) 775-6222
E-mail: mzhang@sgi.sk.ca
Website: www.sgi.sk.ca
Published by authority of the
Saskatchewan Auto Fund, SGI

SGI
Take care out there.